The China Mail.

Established February, 1845.

Vol. XLV. No. 8371. | 號六月一十年九十八百八千一英 | HONGKONG, WEDNESDAY, NOVEMBER 6, 1889. | 日四十月十年丑己 | Price, $2 per Month.

AGENTS FOR THE *CHINA MAIL.*

LONDON:—F. Algar, 11 & 12, *Clement's Lane, Lombard Street,* E.C. George Street & Co., 30, *Cornhill.* Gordon & Gotch, *Ludgate Circus,* E.C. Bates Hendy & Co., 37, *Walbrook,* E.C. Samuel Deacon & Co., 150 & 154, *Leadenhall Street.* W. M. Wills, 151, *Cannon Street,* E.C. Robert Watson, 150, *Fleet Street.*
PARIS AND EUROPE:—Amedee Prince, 36, *Rue Lafayette, Paris.*
NEW YORK:—J. Stewart Happer, The Chinese Evangelist Office, 52, *West 22d Street.*
SAN FRANCISCO and American Ports generally:—Bean & Black, *San Francisco.*
AUSTRALIA, TASMANIA, AND NEW ZEALAND:—Gordon & Gotch, *Melbourne and Sydney.*
CEYLON:—W. M. Smith & Co., The Apothecaries Co., *Colombo.*
SINGAPORE, STRAITS, &c.:—Sayle & Co., *Square, Singapore.* C. Heinszen & Co., *Manila.*
CHINA:—*Macao,* F. A. de Cruz. *Swatow,* Quelch & Co. *Amoy,* N. Moalle. *Foochow,* Hedge & Co. *Shanghai,* Lane, Crawford & Co., and Kelly & Walsh. *Yokohama,* Lane, Crawford & Co., and Kelly & Co.

Banks.

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3: Saturdays, 10 to 1.
2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.
3.—Depositors in the Savings' Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.
4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.
5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
6.—Correspondence as to the business of the Bank if marked *On Hongkong Savings' Bank Business* is forwarded free by the various British Post Offices in Hongkong and China.
7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the Hongkong & Shanghai Banking Corporation,
G. E. NOBLE,
Chief Manager.
Hongkong, January 1, 1889. 754

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital,..........$7,500,000
Reserve Fund,..........$4,450,000
Reserve Liability of Proprietors,..........$7,500,000

Court of Directors.
Chairman—W. H. Forbes, Esq.
Deputy Chairman—H. L. Dalrymple, Esq.
W. G. Brodie, Esq. | S. C. Michaelsen, Esq.
E. E. Davies, Esq. | J. S. Moses, Esq.
J. F. Holliday, Esq. | L. Poesnecker, Esq.
Hon. J. J. Keswick. | N. A. Siebs, Esq.
Hon. B. Layton. | E. A. Solomon, Esq.

Chief Manager.
Hongkong,..........G. E. Noble, Esq.
Manager.
Shanghai,..........John Walter, Esq.
London Bankers.—*London and County Bank.*

HONGKONG.
Interest Allowed.
ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

Local Bills Discounted.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.
G. E. NOBLE,
Chief Manager.
Hongkong, August 24, 1889. 363

Intimations.

VICTORIA PUBLIC SCHOOL, YOKOHAMA.

THIS SCHOOL, situated in a very healthy position on the Bluff, provides good EDUCATION FOR BOYS from 8 to 17. Boarders taken. Prospectus with Office of this Paper.
C. H. HINTON, M.A., Oxon,
Head Master.
330

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of $2 per Share has This Day been declared, being further Interest on Capital to 31st December, 1888, at the Rate of 4 Per Cent. per Annum (making the total Interest on Capital for 1888 14 %).
Warrants may be had on application at the above Office on and after Tuesday, the 29th Instant.
JARDINE, MATHESON & Co.,
General Agents,
Canton Insurance Office, Limited.
Hongkong, October 23, 1889. 2060

Intimations.

TENDERS are invited for the LOAN of not less than FIVE THOUSAND nor more than TEN THOUSAND MEXICAN DOLLARS, at discretion of the Master, on BOTTOMRY of the Freight and Hull of the American Barquentine *NELLIE M. SLADE,* which Loan is required for the purpose of enabling the Vessel to Repair and proceed on her voyage to Delaware Breakwater for orders to New York, Boston or Philadelphia.
Tenders to state clearly the Amount of Premium required, and to be sent in to the Undersigned on or before Noon on SATURDAY, the Ninth Instant.
Hongkong, November 4, 1889.
RUSSELL & Co.,
2108 Agents, Bq'tine *Nellie M. Slade.*

HONGKONG RIFLE ASSOCIATION.

THE KWOON KWAN YEEN CUPS value of $200 and $100 respectively, also 2 CONSOLATION CUPS value of $100 each.
The 2nd Stage of the Third COMPETITION will be shot off NEXT SATURDAY, the 9th November, at 2.15 p.m., commencing at 900 Yards. Entries for this Stage close on *Friday next,* 8th November, at 5 p.m. Entrance Fee 30 Cents.
There must be 10 Competitors present or no Competition can take place.
A. SHELTON HOOPER,
Hon. Secretary.
Hongkong, November 4, 1889. 2105

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the Undermentioned BANK SHARE CERTIFICATES viz.:—
No. B 2071, 3465/66, 4645/52, 21341/55, 14389/92 & 51692/712 } 50 Shares
in the name of L. Mendel.
No. B 2099, 3280/3289..........10 "
" B2134, 53909/23, 57342/46 and 1406/10.......} 25 "
in the name of W. D. Spence.
No. B 2269, 27918/27932..........15 "
in the name of W. H. Gaskell.
together One Hundred Shares, HAVE BEEN LOST, and should the same not be produced before the Thirty-first day of December next, NEW CERTIFICATES will be issued to the said L. Mendel, W. D. Spence and W. H. Gaskell respectively, and the aforesaid Certificates B 2071, B 2099, B 2134 and B 2269, will be thereafter treated by this Corporation as null and void.
For the Hongkong and Shanghai Banking Corporation,
G. E. NOBLE,
Chief Manager.
Hongkong, October 1, 1889. 1899

LOST.

THE Undernoted 100 SHARES of the Hongkong & Shanghai Banking Corporation, being the Property of the Undersigned, having been LOST, the Public are warned against negotiating same.

	Scrip No.	*Nos. of Shares.*
50 Shares, L. Mendel	B2001	3465/6, 4645/52, 21341/55, 14389/92, 51692/712
10 Shares, W. D. Spence	B2099	3280/3289
25 Shares, W. D. Spence	B2134	53909/23, 57342/46 1406/10
15 Shares, W. H. Gaskell	B2269	27918/27932

100 Shares.
The TRANSFER of these SHARES has been STOPPED at the Bank.
H. N. MODY.
Hongkong, September 9, 1889. 1794

PIESSE & LUBIN
PERFUMERY FACTORY
from every flower that breathes a fragrance.
SWEET SCENTS
LOXOTIS OPOPONAX
FRANGIPANNI PSIDIUM
May be obtained Of any Chemist or Perfumer.
2 New Bond Street London

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

Adjustment of Bonus for the Year 1888.

SHAREHOLDERS in the above Company are requested to Furnish the Undersigned with a List of their Contributions for the year ending 31st December last, in Order that the DISTRIBUTION of the PROFITS reserved for Contributors may be arranged. Returns not rendered prior to the Thirtieth day of November next, will be adjusted by the Company, and no Claims or Alterations will be subsequently admitted.
JARDINE, MATHESON & Co.,
General Managers,
Hongkong Fire Insurance Company, Limited.
Hongkong, October 15, 1889. 1977

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, Ltd.

TIME TABLE.
(To take effect from 1st November.)

WEEK DAYS.
8 to 10 a.m. every quarter of an hour.
12 " 2 p.m. " half hour.
(TIFFIN CAR at 12.45).
3 to 7.30 p.m. every quarter of an hour.

THURSDAYS.
NIGHT TRAMS at 10.30 and 11 p.m.

SATURDAYS.
NIGHT TRAMS at 8.45 p.m., 9 p.m., 10.30 p.m. and 11 p.m.

SUNDAYS.
10.40 a.m.
12 (noon) to 2 p.m. every quarter of an hour.
3 to 7.30 p.m. every quarter of an hour.
Special CARS may be obtained on application to the Superintendent.
Single Tickets are sold in the Cars; Five-Cent Coupons and Reduced Tickets at the Office.
MACEWEN, FRICKEL & Co.,
General Managers.
Hongkong, October 30, 1889. 2070

Business Notices.

LANE, CRAWFORD & Co.

JUST LANDED EX *OOPACK.*

SELECTED YORK HAMS.
FINEST STREAKY BACON.
BEST ENGLISH CHEESE.

FENDERS and FIRE IRONS.
TENNIS POLES and NETS.
JELLY and CAKE MOULDS.
PICTURE WIRE and FASTENERS.
POCKET KNIVES.

TENNIS POLES, BALLS and NETS.
NEW TENNIS SHIRTS.
NEW BOOKS.

CHRISTMAS CARDS.
LANE, CRAWFORD & Co.
Hongkong, October 24, 1889. 2038

W. POWELL & Co.

NOW LANDING,
FURTHER SHIPMENTS
OF
NEW GOODS
IN ALL DEPARTMENTS.
W. POWELL & Co.
Victoria Exchange, October 30, 1889. 2073

ROBERT LANG & Co.,
Tailors, Hatters, Shirtmakers and Gentlemen's Outfitters.

WE HAVE JUST OPENED OUT OUR
NEW AUTUMN GOODS,
consisting of
A Large and Choice Selection of COATINGS for Morning and Evening Dress
A very Stylish Lot of TWEEDS, New in Design and Material, and a varied Assortment of TROUSERING in all the Newest Patterns.
Queen's Road (opposite Hongkong Hotel),
Hongkong, September 14, 1889. 1790

Victoria Hotel,
Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Hotels in the place.
The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East.
The Accommodation and Service of every kind will be found to be of the best description.
An ample and varied TABLE D'HOTE is always provided and served in the spacious, large Dining Hall.
The HOTEL also contains handsome and comfortable Reception, Reading, Billiard and Smoking Rooms.
The HOTEL is unsurpassed for comfort, convenience and quick service.
Continental languages are spoken.
Messrs. DORABJEE & HING KEE,
Proprietors.
Hongkong, September 16, 1885. 1612

Intimations.

CHINA FIRE INSURANCE COMPANY, LIMITED.

Adjustment of Bonus for the Year 1888.

SHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premia for the year ending 31st December last, in Order that the PROPORTION of PROFIT for that year to be Paid as BONUS to Contributors may be arranged. Returns not sent in before the 30th Instant, will be made up by the Company, and no subsequent Claims or Alterations will be allowed.
By Order of the Directors,
GEO. L. TOMLIN,
Acting Secretary.
Hongkong, November 1, 1889. 2084

No. 73, Wyndham Street.
BOARD AND RESIDENCE.
Comfortable Home
FOR SINGLE GENTLEMEN.
Moderate Terms.
Mrs. KJELLER,
Proprietress.
Hongkong, July 15, 1889. 1375

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL,......$5,000,000
PAID-UP CAPITAL,.......... 2,500,000
RESERVE FUND,.............. 1,250,000

Board of Directors:
Hon. J. J. KESWICK, Chairman. } *Managing Directors.*
Hon. C. P. CHATER, Vice-Chairman }
E. A. SOLOMON, Esq.
J. S. MOSES, Esq.
S. C. MICHAELSEN, Esq.
G. E. NOBLE, Esq.
LEE SING, Esq.
POON PONG, Esq.

Bankers:
THE HONGKONG AND SHANGHAI BANKING CORPORATION.

MONEY Advanced on MORTGAGE, on LAND or BUILDINGS;
PROPERTIES
Purchased and Sold.
Estates managed, and all kinds of Agency and Commission Business relating to Land, &c., conducted.
Full Particulars can be obtained at the Company's Offices, No. 5, Queen's Road Central.
A. SHELTON HOOPER,
Secretary.
Victoria Buildings,
Hongkong, 3rd May, 1889. 844

Intimations.

NOTICE.

THE PUNJOM AND SUNGHIE DUA SAMANTAN MINING COMPANY, LIMITED.

SHAREHOLDERS in the above Company are requested to attend a PRIVATE MEETING, to be held at the Company's Office, No. 9, Queen's Road Central, on MONDAY, the 11th Instant, at 4 p.m.
A. O'D. GOURDIN,
Secretary.
Hongkong, November 1, 1889. 2091

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

IT is hereby notified that a CALL, of ($4) FOUR DOLLARS per Share, is Payable at the Hongkong & Shanghai Banking Corporation, on or before the 16th November, 1889.
By Order of the Board of Directors,
CHAS. F. HARTON,
Acting Secretary.
Hongkong, October 15, 1889. 1982

THE HONGKONG AND KOWLOON WHARF & GODOWN COMPANY, LIMITED and REDUCED.

NOTICE is hereby given that the Undermentioned Shares in the Hongkong & Kowloon Wharf & Godown Company, Limited and Reduced, viz.:—
SCRIP No. 621 for 62 SHARES, Nos. 16890 to 16051, in the Name of Alexander Michie have been LOST, and should the same not be produced before the Thirty-first day of December next, NEW SCRIP will be issued to the said Alexander Michie and the aforesaid SCRIP No. 621 will be thereafter treated by this Company as null and void.
For the Hongkong & Kowloon Wharf & Godown Company, Limited and Reduced.
EDWARD OSBORNE,
Acting Secretary.
Hongkong, November 2, 1889. 2096

THE PEAK HOTEL AND TRADING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that a CALL of TEN DOLLARS per Share is hereby made and is Payable at the Hongkong & Shanghai Banking Corporation, as follows:—
FIVE DOLLARS per Share on the 15th November, 1889.
FIVE DOLLARS per Share on the 15th February, 1890.
INTEREST at the Rate of 12 % per Annum will be chargeable on all Calls unpaid on due dates.
By Order of the Board,
J. WHEELEY,
Secretary.
Hongkong, October 10, 1889. 1949

To Let.

TO LET.

ROOMS in 'College Chambers,' No. 9, Seymour Terrace.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, July 8, 1889. 832

TO LET.

2ND FLOOR of HOUSE, No. 64, and GROUND FLOOR of HOUSE No. 68, Queen's Road Central.
Apply to
LAI HING & Co.,
No. 153, Queen's Road Central.
Hongkong, July 1, 1889. 1267

TO LET.

HOUSE No. 2, 'Smith's Villas,' Magazine Gap, a spacious Five-Roomed House, with Basement and Outhouse. Excellent view. Expected to be ready 1st August next.
Apply to
F. BLACKHEAD & Co.
Hongkong, July 2, 1889. 1284

Insurances.

THE INDIAN IMPERIAL MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agents for the above Company, are prepared to Accept MARINE RISKS at Current Rates.
GIBB, LIVINGSTON & Co.
Hongkong, November 4, 1889. 2113

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
NORTON & Co.,
Agents.
Hongkong, July 15, 1887. 1340

Notices of Firms.

NOTICE.

UNTIL further Notice, Mr. J. W. GANDE will Take Charge of our Firm's Business in Hongkong.
CALDBECK, MACGREGOR & Co.
Hongkong, November 5, 1889. 2112

NOTICE.

BY Mutual arrangement the Interest and Responsibility of LAM WAI SHEANG in the Firm of 'Fook Mow,' No. 26, Bonham Strand, ceased on and from the 9th Instant. The BUSINESS is now being carried on as usual.
FOOK MOW HONG,
Cotton and Cotton Yarn Merchants.
Hongkong, October 11, 1889. 1951

THE SELAMA TIN MINING COMPANY, LIMITED.

NOTICE.

MR. WILLIAM HUTTON POTTS has been appointed Secretary to the above Company.
CHANTREY INCHBALD,
Chairman.
Hongkong, November 1, 1889. 2093

WA TSZ YAT PO,
華 字 日 報
CHINESE MAIL.

THE present LEASE of the *Chinese Mail* EXPIRED on the 31st ultimo, after which date the Interest of the present LESSEE (Mr. Ho Chung Shang) entirely ceased. The Business is now conducted by a MOST EFFICIENT NATIVE STAFF, and Arrangements have been made which cannot fail to make the Paper in EVERY SENSE A FIRST-CLASS JOURNAL.
GEO. MURRAY BAIN,
Proprietor.
'China Mail' Office,
September 1, 1889.

NOTICE.

THE Business hitherto carried on at 'The White House,' Queen's Road Central, under the style or title of 'GATE & FAIRALL,' has This Day been dissolved by mutual consent.
E. S. GATE.
B. FAIRALL.
Hongkong, October 16, 1889. 1987

WITH reference to the above, the Business will in future be carried on under the style of 'GATE & Co.,' who will pay and receive all accounts in connection with the old Firm.
Miss FAIRALL will continue to Manage the Dress-making Department until the 31st December next.
E. S. GATE.
Hongkong, October 16, 1889. 1988

Notices to Consignees.

CANADIAN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP *ABYSSINIA,* FROM VANCOUVER & YOKOHAMA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
ADAMSON, BELL & Co.,
Agents.
Hongkong, October 31, 1889. 2082

Notices to Consignees.

GLEN LINE OF STEAM PACKETS.

FROM LONDON, PENANG AND SINGAPORE.

THE Steamship *Glenfalloch* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., at Kowloon, whence delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before 10 a.m. To-morrow, the 5th Instant.
Cargo remaining undelivered after the 11th Instant will be subject to rent.
No Fire Insurance has been effected.
Consignees are requested to present all Claims for damages and/or shortages not later than the 18th Instant, otherwise they will not be recognized.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.
Hongkong, November 4, 1889. 2163

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PENANG & SINGAPORE.

CONSIGNEES of Cargo by the Company's Str. *Melpomene* are hereby informed that their Goods, with the exception of Opium, are now being landed at their risk into the Godowns known as 'The Hongkong Wharf and Godowns,' Wanchai, whence delivery may be obtained.
This Vessel brings on Cargo:—
From Calcutta and Madras ex S.S. *Niobe,* transhipped at Colombo.
From Trieste, &c. ex S.S. *Poseidon,* transhipped at Bombay.
Consignees wishing to receive their Goods at the Wharf are at liberty to do so.
No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Undersigned before Noon, on the 14th Inst., or they will not be recognized.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 18th Instant will be subject to rent.
Bills of Lading will be countersigned by
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, November 4, 1889. 2099

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Chartered S.S. *Moray* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., at West Point, whence delivery may be obtained.
Cargo remaining undelivered after the 11th Instant will be subject to rent.
No Fire Insurance has been effected.
Consignees are requested to present all Claims for damages and/or shortages not later than the 18th Instant, otherwise they will not be recognized.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, November 4, 1889. 2101

Shipping.

Steamers.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE.
(Calling at PORT DARWIN & QUEENSLAND PORTS, *and taking through Cargo to* NEW ZEALAND, TASMANIA, &c.)

The Steamship *Airlie,* Captain Ellis, will be despatched for the above Ports on FRIDAY, the 8th November, at 4 p.m.
For Freight or Passage, apply to
RUSSELL & Co.,
Agents.
Hongkong, October 25, 1889. 2046

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI, TRIESTE AND VENICE.
(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT *and* ADRIATIC PORTS.)

The Co.'s Steamship, *Melpomene,* Capt. E. Perini, will be despatched as above on SUNDAY, the 10th Proximo, at Daylight.
Cargo will not be received on board after 5 p.m. prior to date of sailing.
Cargo destined for Ports beyond Bombay by this opportunity will be transhipped there in one of the Company's Steamers.
For further information as to Passage and Freight, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, October 30, 1889. 2071

STEAM TO LONDON (DIRECT),
Calling at Intermediate Ports.

The P. & O. S. N. Co.'s Steamship *Brindisi* will leave for the above places at Daylight on SUNDAY, the 10th November. This Vessel is disconnected from the Mail Services, but has excellent accommodation for through Passengers (First Saloon only) at reduced rates. Electric Light, Deck Cabins. Surgeon carried, &c.
E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, November 1, 1889. 2087

Shipping.

Steamers.

FOR SINGAPORE, BATAVIA, SAMARANG AND SOURABAYA.

The Steamship *Almora,* Captain Hay, will be despatched as above on THURSDAY, the 7th Instant, at 3 p.m., instead of as previously advertised.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, November 5, 1889. 2067

FOR SHANGHAI.

The Steamship *Ningpo,* Captain R. Köhler, will be despatched for the above Port on THURSDAY, the 7th Inst., at 4 p.m.
For Freight or Passage, apply to
SIEMSSEN & Co.
Hongkong, November 5, 1889. 2109

OCEAN STEAMSHIP COMPANY.

FOR YOKOHAMA, KOBE AND NAGASAKI.

The Co.'s Steamship *Patroclus,* Capt. Purford, will be despatched as above on THURSDAY, the 7th Proximo.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, October 30, 1889. 2072

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

The Co.'s Steamship *Congo,* Commandant Vaquier, will be despatched for the above Ports on or about THURSDAY, the 7th Instant.
G. de CHAMPEAUX,
Agent.
Hongkong, November 1, 1889. 2085

STEAM TO YOKOHAMA, *VIA* NAGASAKI AND KOBE.
(Passing through the INLAND SEA.)

The P. & O. S. N. Co.'s Steamship *Gwalior,* Captain W. T. Nantes, will leave for the above places (in place of the *Verona* as previously advertised), on FRIDAY, the 8th November, at Daylight.
E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, November 5, 1889. 2090

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Co.'s Chartered Steamship *Moray,* Captain Duncan, will be despatched as above on SATURDAY, the 9th Instant, at 3 p.m.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, November 4, 1889. 2100

SHIRE LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA,
(Via Inland Sea.)

The Steamship *Pembrokeshire* will be despatched for the above Ports on the 12th Instant.
This Steamer has superior Passenger Accommodation.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, November 5, 1889. 2115

FOR NEW YORK.

The Steamship *Claymore,* Felgate, Commander, will be despatched for the above Port on or about the 16th Inst.
For Freight, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, November 4, 1889. 2107

SHIRE LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

The Steamship *Glamorganshire* will be despatched for the above Port on or about the 19th Instant.
This Steamer has superior Passenger Accommodation.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, November 2, 1889. 2095

STEAM TO YOKOHAMA, *VIA* NAGASAKI AND KOBE.
(Passing through the INLAND SEA.)

The P. & O. S. N. Co.'s Steamship *Verona,* Captain Speck, will leave for the above places at Daylight on FRIDAY, the 22nd November.
E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, November 5, 1889. 2058

Sailing Vessels.

FOR NEW YORK.

The 3/3 L.1.1. American Ship *Sea Witch,* Chas. H. Tibbets, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, October 21, 1889. 2014

To-day's Advertisements.

ZETLAND LODGE.

No. 525.

A Regular MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on MONDAY, the 11th of November, at 8.30 for 9 p.m. precisely. VISITING BRETHREN are cordially INVITED.

Hongkong, November 6, 1889. 2118

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI *VIA* AMOY.

(*Taking Cargo and Passengers at through rates for* NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW *and Ports on the* YANGTSZE.)

The Co.'s Steamship *Anchises*, Captain LAPAGE, will be despatched as above TO-MORROW, the 7th Instant, at Daylight.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, *Agents.*

Hongkong, November 6, 1889. 2093

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship *Stentor*, Capt. MILLIGAN, will be despatched as above TO-MORROW, the 7th Instant, at Daylight.

Passengers for EUROPE desiring to proceed OVERLAND, can, on application to the Undersigned, have their Tickets endorsed for surrender at Algiers in exchange for Coupon Tickets to MARSEILLES (by Transatlantic Line or P. & O. Company's express boats), and Through Tickets to PARIS or LONDON. Algiers is 28 hours steam from Marseilles, and thence to London occupies about the same time.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, *Agents.*

Hongkong, November 6, 1889. 2056

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

The Co.'s Steamship *Namoa*, Captain POCOCK, will be despatched for the above Ports on FRIDAY, the 8th Instant, at Daylight, instead of as previously advertised.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co., *General Managers.*

Hongkong, November 6, 1889. 2106

FOR SINGAPORE AND PENANG.

The Steamship *Camorta*, Captain FYFE, will be despatched as above on FRIDAY, the 8th Instant, at 3 p.m., instead of as previously advertised.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., *Agents.*

Hongkong, November 6, 1889. 2110

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA *VIA* AMOY.

The Co.'s Steamship *Zafiro*, Capt. McCASLIN, will be despatched for the above Port on SATURDAY, the 9th Instant, at 4 p.m., instead of as previously advertised.

For Freight or Passage, apply to

RUSSELL & Co., *General Managers.*

Hongkong, November 6, 1889. 2104

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

(*Taking Cargo & Passengers at through rates for* NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW *and Ports on the* YANGTSZE.)

The Co.'s Steamship *Ulysses*, Captain BUTLER, will be despatched as above on WEDNESDAY, the 13th Instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, *Agents.*

Hongkong, November 6, 1889. 2119

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, *VIA* THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *BELGIC* will be despatched for San Francisco, via Yokohama, on SATURDAY, the 23rd Instant, at 1 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fares granted as follows:—

To San Francisco ... $225.00

To San Francisco and return, available for 6 months ... 393.75

To Liverpool ... 325.00

To London ... 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railway.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year will be allowed a discount of 10%. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, *Agent.*

Hongkong, November 6, 1889. 2120

To-day's Advertisements.

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship *ABYSSINIA*, 3,651 Tons Register, G. A. LEE, Commander, will be despatched for VANCOUVER, B.C., *via* AMOY, FOOCHOW, SHANGHAI, KOBE (*via* INLAND SEA), and YOKOHAMA, on SATURDAY, the 9th November, at Daylight.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To Vancouver & Victoria, (Mex.) $210.00

To common points in Canada and the United States ... 260.00

To Liverpool ... 325.00

To London ... 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 8th November

All Parcels must be sent to our Office and should be marked to address in full; and same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co., *Agents.*

Hongkong, November 6, 1889. 2041

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

MONDAY,

the 11th day of November, 1889, at 3 p.m., at the Premises,—

ALL THAT PIECE OF GROUND Situate at Victoria, Hongkong, and registered in the LAND OFFICE as INLAND LOT No. 971, containing 1,818 square feet. Together with the MESSUAGE thereon, known as No. 33, Wyndham Street, Victoria, aforesaid.

For Particulars and Conditions of Sale, apply to

Messrs. CALDWELL & WILKINSON, or to Mr. J. M. ARMSTRONG, *Auctioneer.*

Hongkong, November 6, 1889. 2121

JUST PUBLISHED.

THE SIXTY YEARS ANGLO-CHINESE CALENDAR,

From 1st January, 1834 to 31st December, 1893, being from the 31st year of the 75th Cycle to the 30th year of the 76th Cycle.

Price, $1.50 Sewn, $2.00 Cloth.

Hongkong: Published at the *Daily Press* Office. Sold by all Booksellers.

Hongkong, November 6, 1889. 2117

JUST PUBLISHED—*Price, 50 Cents.*

MISSION ETRANGERES: History of the Churches of India, Burmah, Siam, China, Japan, &c., &c., &c.

TRANSLATED BY E. H. PARKER, Esq., H.B.M.'s Consular Service.

On sale at Messrs. LANE, CRAWFORD & Co.; Messrs. KELLY & WALSH (LD.); and Mr. W. BREWER; and at the *China Mail* Office.

Hongkong, November 6, 1889. 2122

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

B. P. CHINEY, American ship, Capt. E. E. Humphreys.—Order.

DAREA, British barque, Captain Edw. Finlayson.—Chinese.

KARNAK, British barque, Captain A. Morrell.—Master.

NELLIE M. SLADE, American barquentine, Capt. Julio C. Teixeira.—Captain.

PENSHAW, British barque, Captain John Inckay.—Gibb, Livingston & Co.

DAKIN BROS. OF CHINA, LIMITED, CHEMISTS.

DAKIN'S EXTRACT OF GLYCERINE AND CUCUMBER.

RENDERS THE SKIN SOFT, SUPPLE & SMOOTH.

INVALUABLE IN THE NURSERY, INDISPENSABLE IN THE TOILET.

REMOVES AND PREVENTS ROUGHNESS, REDNESS, AND CHAPPING.

ITS agreeable property of softening and clearing the skin will be noticed after three or four days use, and by its continued application the complexion will be preserved indefinitely, retaining to the last the fine texture of youth. Gentlemen will find its application useful and soothing after shaving.

Price, Cents 40 and 75 per Bottle.

WOOLLEY'S SANITARY ROSE POWDER. WHITE OR PINK.

The *Queen* says:—"There is no doubt that it is a very superior article, fragrant, soothing, and cleanly, and we are quite satisfied with it as the result of experiments we have made. It is well spoken of by the Medical Journals and Professional Men, and we think it merits the praise they have given it."

Telephone No. 60.

22 & 24, QUEEN'S ROAD CENTRAL. 2098

Business Notices.

THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.

LADIES' AND CHILDREN'S OUTFITTING DEPARTMENTS.

AUTUMN—1889—WINTER.

NOVELTIES IN DRESS MATERIALS, TRIMMINGS, HOSIERY, MANTLES, MILLINERY, BOOTS AND SHOES, KID, SUEDE AND SILK GLOVES IN ALL SIZES, for Out-door and Evening wear.

Also,

BLANKETS, SHEETINGS, CALICOES, EIDER DOWN QUILTS, HOUSEHOLD LINENS, LACE CURTAINS, &c., &c.

BALL, DINNER AND WALKING COSTUMES, TAILOR-MADE JACKETS AND MANTLES, a perfect fit guaranteed.

The HALL & HOLTZ CO-OPERATIVE COMPANY LTD.

Hongkong, November 5, 1889. 2111

SHARE LIST.—QUOTATIONS.—NOVEMBER 6, 1889.

Stocks.	*Nos. of Shares.*	*Value.*	*Paid-up.*	*Closing Quotations, Cash.*
BANKS.				
Hongkong and Shanghai Bank Corp.	60,000	$ 125	all	187, cash
MARINE INSURANCES.				
Canton Insurance Office Co., Ld.	10,000	$ 250	$ 50	$130
China Traders' Insurance Co., Ld.	24,000	$ 83.33	$ 25	$72, buyers
Chinese Insurance Co., Limited	1,500	$ 1,000	$ 200	$150, nominal
North-China Insurance Co., Ld.	5,000	£ 200	£ 50	Tls. 350
Straits Insurance Co., Ld.	30,000	$ 100	$ 20	$23
Union Insurance Society Co., Ld.	10,000	$ 250	$ 25	$103, ex div.
Yangtsze Insurance Association, Ld.	8,000	£ 25	all	Tls. 90
FIRE INSURANCES.				
China Fire Insurance Co., Ld.	20,000	$ 100	$ 20	$85
Hongkong Fire Insurance Co., Ld.	8,000	$ 250	$ 50	$382½, buyers
Straits Fire Insurance Co., Ld.	20,000	$ 100	$ 20	$16
FIRE AND MARINE INSURANCES.				
Singapore Insurance Company, Ld.	40,000	$ 100	$ 20	$15, nom.
DOCKS.				
H'kong & Whampoa Dock Co.	12,500	$ 125	all	64 % prem.
STEAMBOATS.				
China and Manila S. S. Co., L.	3,500	$ 50	all	$105
Douglas Steamship Co., Limited	20,000	$ 50	all	$65 ex. div.
H., C. and M. Steamboat Co., Ld	80,000	$ 20	all	$41½, cash
Indo-China S. N. Company, Limited	60,000	£ 10	all	15 % dis., buyers
Steam Launch Company, Limited	2,000	$ 50	$ 30	nominal
REFINERIES.				
China Sugar Company, Limited	15,000	$ 100	all	$230, cash
Luzon Sugar Company, Limited	7,000	$ 10	all	$68, cash
WHARVES.				
HK. & Kow. Wharf & Godown Co.	20,000	$ 50	all	$96, new issue
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited	50,000	$ 100	$ 50	$105, cash
Kowloon Land and Building Company,	6,000	$ 50	$ 30	$22
Peak Building Company,	......	......	$ 7	$10
Richmond Terrace Building Co.	......	......	$ 100	$200
Shanghai Land Company,	......	......	Tls. 20	Tls. 24
West Point Building Co., Limited.	12,500	$ 50	$ 40	$52, sales
TRAMWAYS.				
HK. High-Level Tramways Co., Ld.	1,200	$ 100	$ 50	$200 % prem.
MINING.				
Jelebu Mining & Trading Co., Ld.	4,500	$ 5	—	$5, cash
Punjom & Sungbe Dua Samantan Mining Co.	60,000	$ 10	all	$27½, cash
Selama Tin Mining Company, Limited.	115000	$ 5	$ 2	$5½, cash
	25,000	$ 5	$ 5	$7
Société Française des Charbonnages du Tonkin	8,000	Fcs. 500	Fs. 500	$500
PLANTING, ETC.				
China-Borneo Company, Limited	7,500	$ 100	$ 50	$50 nom.
Darvel Bay Trading Company, Ld.	4,000	$ 25	$ 8	$10 nom.
East Borneo Planting Co., Limited.	4,000	$ 50	$ 40	$60 nom.
Labuk Planting Company, Limited.	5,000	$ 50	$ 10	$16 nom.
Sungei Koyah Planting Co., Ld.	5,000	$ 50	$ 40	$60 nom.
H. G. Brown & Co., Limited	6,000	$ 50	all	$60, cash
The Lamag Planting Co., Limited	6,000	$ 50	$ 25	$40
HOTELS, ETC.				
Austin Arms Hotel and Building Company, Limited	4,000	$ 50	$ 25	5 % dis.
Hongkong Hotel Company, Ld. 3,000 shs. issued	3,000	$ 100	all	$210
Peak Hotel & Trading Co., Limited	4,000	$ 5	$ 1½	$25
Borneo Hotel and Stores Co., Ld.	1,000	$ 50	$ 30	$32 nom., ex div.
DISPENSARIES.				
A. S. Watson & Co., Limited	50,000	$ 10	all	$22, cash, ex div.
Cruickshank & Co., Limited	1,600	$ 50	all	par, buyers
LIGHTING.				
HK. and China Gas Co., Limited	5,100	£ 10	all	$13½, sellers
New Shares	1,900	£ 10	£ 7.10	
Hongkong Electric Co., Limited	30,000	$ 10	$ 2	$5, cash
BRICK AND CEMENT.				
Green Island Cement Co., Ld.	20,000	$ 50	$ 5	$5
Hongkong Brick & Cement Co., Ld.	4,000	$ 25	$17.50	$18
MISCELLANEOUS.				
A. G. Gordon & Co., Limited	6,000	$ 25	$ 20	$20
Campbell, Moore & Co., Limited	1,200	$ 10	all	$11
Geo. Fenwick & Co., Limited	6,000	$ 25	$ 25	$25
Hongkong Baker Company, Ld.		50	all	$30, nominal
Hongkong Dairy Farm Co.	3,000	$ 10	all	$10
Hongkong Ice Company, Limited	5,000	$ 25	all	$110
H'kong Rope Manufactory Co., Ld.	3,000	$ 50	all	$110
Marinburk Furniture Co., Ld.	3,000	$ 25	$ 6	$7

LOANS.	*Amount.*	*Value.*	*Interest.*	*Quotation.*
Chinese Imperial 1881	$1,394,700.14	500	8 % p. annum	3 % prem., nominal.
" 1881	$1,594,700.14	$500	8 " "	5 % prem "
1886	Tls. 767,200	Tls. 250	7 " "	4 % prem "
DEBENTURES.				
Hongkong Hotel Mortgage Debentures, 1889	$ 400,000.00	$500	6 " prem.	$501

SHIPPING.

ARRIVALS.

November 5, 1889:—

Zafiro, British steamer, 675, A. A. McCaslin, Manila November 2, Hemp, Sugar, Cigars.—RUSSELL & Co.

Rio Lima, Portuguese gunboat, from Macao.

November 6:—

Cockchafer, British gunboat, from a cruise.

Activ, Danish steamer, 355, N. C. Revsbeck, Pakhoi October 30, and Hoihow Nov. 4, General.—ARNHOLD, KARBERG & Co.

Triumph, German steamer, from Whampoa.

Canton, British steamer, 1,110, J. Hogg, Wuhu and Woosung November 3, Rice.—JARDINE, MATHESON & Co.

B. P. Chiney, American ship, 1,259, Humphreys, Newcastle, (Australia) Sept. 10, Coal.—ORDER.

DEPARTURES.

November 6

Gaelic, for Yokohama and San Francisco.

Triumph, for Chefoo and Newchwang.

Malwa, for Europe.

CLEARED.

Anchises, for Shanghai.

Ningpo, for Shanghai.

Bormida, for Singapore and Bombay.

Stentor, for Singapore and London.

Activ, for Hoihow and Pakhoi.

Glenfalloch, for Shanghai.

PASSENGERS.

ARRIVED.

Per *Zafiro*, from Manila, Father Zaurus, Mr Smith (Chief Officer of *Ivanhoe*), and 4 of the crew, and 80 Chinese.

Per *Activ*, from Pakhoi, 54 Chinese.

Per *Canton*, from Wuhu, 10 Chinese.

DEPARTED.

Per *Gaelic*, for Yokohama, Messrs L. P. Miller, U.S.N., John Marshall, U.S.N., and G. Portusch; for San Francisco, Mrs E. Hampton, and Mr Corbould.

Per *Triumph*, for Chefoo, 5 Chinese.

Per *Malwa*, from Hongkong; for Singapore, Col. Burton Brown; for Marseilles, Mr and Mrs C. Thomas, infant and servant; for London via Marseilles, Mrs England, Major D. A. Johnstone, R.E., Mr Westall, Mrs Johnstone and 2 children; for Gibraltar, Mrs F. M. Telles Ferrura and family. From Shanghai: for London, Rev. J. C. and Mrs Hoare, 2 infants, maid and servant; for Melbourne, Mr Paulet Duclere. From Yokohama: for London, Mr N. Macleod; from Kobe, Mr H. Barlow.

TO DEPART.

Per *Anchises*, for Shanghai, 13 Europeans.

Per *Ningpo*, for Shanghai, 15 Chinese.

Per *Bormida*, for Singapore, 1 European, and 303 Chinese.

Per *Stentor*, for Singapore, 29 Chinese.

Per *Activ*, for Hoihow, 80 Chinese.

SHIPPING REPORTS

The British steamer *Zafiro* reports: Had fresh breeze and heavy swell up to Port Capones; thence to Hongkong had continuous heavy gale from N.E., with violent squalls and mountainous sea, water breaking on board in large quantities, not doing much damage, with the exception of smashing forward skylight, entered Hongkong last night nine o'clock, through Green Island Pass.

The British steamer *Canton* reports: Had strong N.E. wind and high sea.

EXPORT CARGOES.

Per S. S. *Neckar*, sailed 27th October:—For Buenos Ayres, 25 pkgs. Sundries; for Montevideo, 25 cases Cassia; for Rotterdam, 5 cases Curios; for Colombo, 9 coils Rope; for Hamburg/London, 50 cases Essential Oil; for New York, 10 boxes Silk Goods, 4 rolls Matting and 15 cases Essential Oil; for London, 52 cases Essential Oil, 110 casks Ginger, 12 boxes Tea sticks and 10 bags Paddy; for Bremen/Hamburg, 326 bales Feathers, 50 casks Preserves, 44 rolls Matting; for Bremen, 262 pkgs. Tea from Foochow, 8 cases Cigars from Manila, 4 cases Essential Oil, 26 cases Palm Leaf Fans, 28 cases Merchandise, 5 pkgs. Effects, and 2 cases Silk Goods and Curios; for Singapore, 504 cases Tea; for Genoa, 25 bales Hemp from Manila, 24 pkgs. Canes; for Hamburg, 50 boxes Staraniseed, 65 pkgs. Canes, 325 bales Feathers, 38 pkgs. Crackers, 3 cases Human Hair, 8 cases Sundries and 42 pkgs. Rattancore; for Antwerp, 50 pkgs. Tea, 64 bales Tobacco and 9 bales Hemp, from Manila, 10 cases Bristles, 5 cases Sundries and 1 case Silk; for Hamburg/Amsterdam, 130 casks Ginger; for Amsterdam, 411 bales Tobacco from Manila; for Rotterdam, 125 bales Tobacco from Manila.

POST OFFICE NOTICES.

MAILS will close:—

For AMOY, FOOCHOW, SHANGHAI, KOBE, YOKOHAMA & VANCOUVER, B.C.—

Per *Abyssinia*, at 9.30 a.m., on Thursday, the 7th inst.

For SHANGHAI.—

Per *Glenfalloch*, at 11.30 a.m., on Thursday, the 7th inst.

For STRAITS & BOMBAY.—

Per *Bormida*, at 11.30 a.m., on Thursday, the 7th inst., instead of as previously notified.

For SINGAPORE, BATAVIA, SAMARANG & SOURABAYA.—

Per *Almora*, at 2.30 p.m., on Thursday, the 7th inst.

For SHANGHAI.—

Per *Ningpo*, at 3.30 p.m., on Thursday, the 7th inst.

For SAIGON.—

Per *China*, at 4.30 p.m., on Thursday the 7th inst.

For SWATOW, AMOY & FOOCHOW.

Per *Namoa*, at 5 p.m., on Thursday, the 7th inst., instead of as previously notified.

For NAGASAKI, KOBE & YOKOHAMA

Per *Gwalior*, at 5 p.m., on Thursday, the 7th inst., instead of as previously notified.

For SINGAPORE & PENANG.—

Per *Camorta*, at 2.30 p.m., on Friday, the 8th inst., instead of as previously notified.

For PORT DARWIN, COOKTOWN, TOWNSVILLE, THURSDAY ISLAND, BRISBANE, SYDNEY, MELBOURNE, &c.—

Per *Airlie*, at 3.30 p.m., on Friday, the 8th November.

For STRAITS & CALCUTTA.—

Per *Moray*, at 2.30 p.m., on Saturday, the 9th inst.

For AMOY & MANILA.—

Per *Zafiro*, at 3.30 p.m., on Saturday, the 9th inst., instead of as previously notified.

A. S. WATSON & Co., LIMITED.

TO ALL WHOM IT MAY CONCERN.

NOTICE is hereby given that A. S. WATSON & Co., LIMITED, carrying on BUSINESS at the HONGKONG DISPENSARY, Victoria, in the Colony of Hongkong, and in many other Ports and places in China and elsewhere, have registered in the said Colony their Trade-marks as applied to MEDICINES, PROPRIETORY ARTICLES, ÆRATED WATERS, PERFUMES, WINES, SPIRITS, LIQUORS, CIGARS and other ARTICLES appertaining to the Business in its various Branches, and also as to the Labels, Wrappers, Brands, or Marks affixed to the same, and that if any infringement or colourable imitation of the same be made or attempted to be made by any Person or Persons, the said A. S. WATSON & Co., LIMITED, will immediately take legal proceedings for an injunction to restrain him or them from affixing, or procuring, or causing, or allowing to be affixed to any bottles, or boxes, or otherwise using, or employing, or permitting to be used, or employed any labels, wrappers, brands, or marks used by the said A. S. WATSON & Co., LIMITED, and also to obtain damages in respect thereof.

Dated this 14th day of May, 1889.

WOTTON & DEACON, *Solicitors for the said*

960 A. S. WATSON & Co., LIMITED.

Quotations

HONGKONG, November 6.

OPIUM—New Patna,	cash,	532½/535
" Old "	cash,	530/532½
" New Benares,	cash,	530/532½
" Old "	cash,	—
" New Malwa,	cash,	570
Allowance,	Taels	48/56
" Old Malwa,	cash,	580/600
Allowance,	Taels	48/56
" Persian, Oily,	cash	520/540
Allowance,	Taels	16/48
" Persian, Paper tied		530/550
Allowance,	Taels	8/48

Exchange.

HONGKONG, November 6.

On London—	
Bank, Wire,	3/1⅞
" On demand,	3/2
" 30 days' sight,	3/2⅛
" 4 months' sight,	3/2¼
Credits, 4 "	3/2¾
Documentary, 4 months' sight	3/2⅞
On Paris—	
On demand,	3.99
Credits, 4 months' sight,	4.07
On Berlin—	
On demand,	3.23
On New York—	
On demand,	77½
Credits, 60 days' sight,	78¾
On Bombay—	
Wire,	227½
On demand,	228
On Calcutta—	
Wire,	227½
On demand,	228
On Shanghai—	
On demand,	72¼ nom.
30 days' sight, private,	73½
Gold Leaf, 100 fine	$32.70
Sovereigns,	$ 6.18

Temperature.

(*Taken at Messrs Falconer & Co.'s Premises, Queen's Road.*)

BAROMETER—	9 A.M.	29.90
Do.	1 P.M.	29.89
Do.	4 P.M.	29.88
THERMOMETER—	9 A.M.	72
Do.	1 P.M.	73
Do.	4 P.M.	73
Do.	(Wet bulb) 9 A.M.	66
Do.	Do. 1 P.M.	68
Do.	Do. 4 P.M.	69
Do.	Maximum	73
Do.	Minimum over night	68

METEOROLOGICAL REGISTER.

AT 4 P.M. TO-DAY.

Barometer	29.87
Temperature	74
Damp Bulb	65
Direction of Wind	E
Force	2
Weather	c
Rain-fall	—

Hongkong Observatory, Nov. 6, 1889.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—*Anchises* leaves for S'hai, &c.

Daylight.—*Stentor* leaves for London.

3 p.m.—*Almora* leaves for Batavia, &c.

4 p.m.—*Ningpo* leaves for Shanghai.

Patroclus leaves for Yokohama, &c.

NOTICE.

A. S. WATSON & Co., LD.

FLOWER and VEGETABLE SEEDS.

Season 1889-1890.

WE Have just received our New Season's importations direct from the best GROWERS in ENGLAND, FRANCE, and GERMANY, and are now prepared to execute all Orders received for same with prompt and careful attention.

DESCRIPTIVE CATALOGUES for ordering from (containing hints for gardening) will be sent post free on application.

ORDERS FROM ONE PERSON $5 TO $10 ALLOWED 25 PER CENT. DISCOUNT.

ORDERS FROM ONE PERSON OVER $10 ALLOWED AN EXTRA 5 PER CENT. DISCOUNT.

SINGLE PACKETS AT LIST PRICES.

WE GUARANTEE

That all seeds sold by us shall prove to be as represented, to the extent that should they not do so, we will replace them or send other seeds to the same value. But we cannot guarantee the crop any further than the above offer, as there are so many causes which operate unfavourably in the germination of seeds in a tropical climate, over which we have no control. Among the causes of failure may be mentioned unfavourable weather, which is one of the most important. The soil may be in proper condition when the seed is planted, but the weather which follows may be too wet, which will cause the seed to rot; or it may be too hot and dry, which destroys the germ before it shows itself. The soil may also be unfavourable for the variety of seed planted. And lastly, the seeds may be and are frequently destroyed by vermin of various kinds. Such occurrences are beyond the power of man to prevent, and for which we cannot be responsible.

Hongkong, 4th September, 1889.

WATSON'S

PATENT DESSICATING OR DRYING BOTTLES.

WE Beg to call special attention to our NEW PATENT DRYING BOTTLES which have been specially designed and manufactured for us.

By the use of these Bottles, CIGARS, SEEDS, and GOODS of all kinds, which are susceptible to the destroying influences of moisture can be kept in good and perfect condition.

Whenever or wherever the atmosphere is surcharged with moisture these Bottles will be found invaluable.

A. S. WATSON & Co., LIMITED, THE HONGKONG DISPENSARY.

Hongkong, September 4, 1889. 1717

The publication of this issue commenced at 7.30 p.m.

The China Mail.

HONGKONG, WEDNESDAY, NOVEMBER 6, 1889.

TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL.']

(*Via Southern Line.*)

NEWS FROM STANLEY.

LONDON, 4th November, 1880.

A letter has been received in Zanzibar from Mr Stanley from Victoria Nyanza, dated August 29th, in which he states that he is marching towards Mpwapwa.

THE MOVEMENTS OF THE GERMAN EMPEROR.

It is semi-officially stated that the Emperor of Germany is unlikely to attempt to attach the Sultan of Turkey to the triple alliance. The Emperor had a splendid reception at the capital, Stamboul.

TERRIBLE CALAMITY IN GLASGOW.

A factory in Glasgow has collapsed, burying sixty women, whereof forty were killed.

THE TYPHOON.

The Chamber of Commerce has received the following information from the Observatory, dated 5th November:—'At three p.m., the Typhoon was West of Bolinao, moving N.W.: Northcone hoisted 9.20 p.m., pointing downwards, indicating Typhoon South of the Colony.'

LOCAL AND GENERAL.

PASSED SUEZ CANAL.

OUTWARD BOUND:—*Zambesi*, Oct. 1; *Pembrokeshire*, 8; *Monmouthshire*, *Lennox*, 15; *Elektra*, *Lingfield*, 18; *Chinguro*, *Dardanus*, *Aglaia*, 22; *Glenorchy*, *Cassandra*, 25; *Antenor*, *Jason*, *Yangtsé*, 29; *Benvenue*, Nov. 1.

HOMEWARD BOUND:—*Hassia*, Oct. 1; *Strathearn*, 8; *Altonower*, *Hesperia*, 25; *Laertes*, *Nestor*, *Titan*, *Flintshire*, 29.

The s.s. *Congo* with the FRENCH MAIL of October 5th, left Saigon on Monday, the 4th November, at Noon, and may be expected here on or about Thursday, the 7th Nov. This Packet brings replies to letters despatched from Hongkong on Aug. 24.

The *Kaisar-i-Hind*, with the English Mail of Oct. 11, left Singapore on Tuesday, the 5th instant, at 5 p.m., and may be expected here on or about Monday, the 11th inst. This Packet brings replies to letters despatched from Hongkong on Aug. 29th.

The O. & O. S. S. Co.'s steamer *Belgic*, with the AMERICAN MAIL of October 17, leaves Yokohama on Thursday, the 7th inst., at daylight, and may be expected here on or about Wednesday, the 13th inst.

The Canadian Pacific S. Co.'s s. s. *Port Augusta* left Vancouver for Yokohama, &c., on 2nd inst.

The O. S. S. Co.'s steamer *Patroclus*, from Liverpool, left Singapore on the 29th Oct., and may be expected here on or about the 6th Nov.

The s. s. *Benledi* left Singapore on Oct. 31, and may be expected here on or about 6th Nov.

The D. D. R.'s s. *Polyhymnia* left Singapore on the 31st Oct., and may be expected here on or about the 7th Nov.

The Union Line s. s. *Dorset* left Singapore on the 1st inst., and may be expected here on or about the 7th inst.

The s. s. *Japan*, from Calcutta, left Singapore on the 3rd Nov., and may be expected here on or about the 9th Nov.

The E. & A. S. S. Co.'s str. *Menmuir* left Port Darwin for this port on the 31st Oct., and may be expected here on or about the 10th Nov.

The Shire Line s. s. *Pembrokeshire*, from London, &c., left Singapore on the 5th instant, and may be expected here on or about the 11th inst.

The Glen Line steamship *Glenogle*, from Antwerp and London, left Singapore on Nov. 5, and may be expected here on or about the 11th Nov.

The O. S. S. Coy.'s steamer *Ulysses*, from Liverpool, left Singapore for this port on Nov. 6, and is due here, on or about the 11th Nov.

The s. s. *Monmouthshire*, from New York, left Singapore for this port on the 6th inst.

The P. & O. Co.'s extra steamship *Nizam* left Bombay for Singapore and this port on the 30th Oct.

MESSRS Adamson, Bell and Co. inform us that the s. s. *Monmouthshire*, from New York, left Singapore for Hongkong this morning.

MESSRS Butterfield and Swire inform us that the O. S. S. Co.'s s. s. *Ulysses*, from Liverpool, left Singapore to-day, and may be expected here on the 11th inst.

MESSRS Jardine, Matheson and Co. inform us that the s.s. *Glenogle*, from Antwerp and London, left Singapore for this port yesterday afternoon (5th inst.), and is due here on 11th inst.

WE are requested to state that, owing to the wet weather, the dance which was to have been given at the Ladies' Recreation Club, will be held in the City Hall this evening, at 9 o'clock.

THE *Kaisar-i-Hind*, with the English Mail of October 11th, left Singapore on Tuesday, the 5th inst., at 5 p.m., and may be expected here on or about Monday, the 11th inst. This Packet brings replies to letters despatched from Hongkong on August 29th.

WE learn that Dr Lowson, formerly surgeon on board the *Abyssinia*, has been engaged for duty at the Government Civil Hospital, in place of Dr Toogood, who recently returned Home. Dr Atkinson will doubtless be glad that the staff has at last been thus far increased.

Der Ostasiatische Lloyd says that a German squadron, consisting of the Flag-ship *Leipzig* (with Rear Admiral Dienhard on board), *Carola* and *Sophie*, will visit the Far East about the Spring of next year. The ships have been stationed for a long time on the East African coast. They will first proceed to Cape Town and from there to Singapore.

WE have received a book entitled 'The Sixty Years Anglo-Chinese Calendar from 1st January 1834 to 31st December, 1893, being from the 31st year of the 75 cycle to the 30th year of the 76 cycle.' We have no doubt the work will be of great assistance to all who have to do with Chinese and English dates present and past. It covers the period of foreign intercourse with China, together with the next four years to come. The book is conveniently arranged for the purpose of reference, and as it is almost the only work of the kind in print, we have no doubt it will find a ready sale.

MR H. L. Dennys applied to Mr Robinson in the Police Court to-day, on behalf of the Opium Farmer, to have the smuggled opium which was found on board the s. s. *Honam* on 12th September forfeited to the Opium Farmer. His Worship, when the case was finished, made no order as to the disposal of the opium. Mr Dennys said he understood his Worship's object in deferring the order was to see whether the Opium Farmer proposed to regard the discovery of the opium as a meritorious service on the part of the Captain of the steamer, and offer a reward. The Opium Farmer had very strong objections to adopting such a course, and he now wished to get an order from the Court that the opium should be forfeited to him, he being the only person who under the ordinance had a right to the possession of it. His Worship said he thought there was a very broad distinction between the seizure of opium under such circumstances as this was seized and ordinary cases, and considering the circumstances he thought he must still decline to make the order sought.

WE previously stated that some Germans were projecting to purchase land in the Hokkaido in the name of Japanese. We now hear from a correspondent that a foreigner has purchased a colliery in Fukuoka Ken in the name of a Japanese for a very high price, and that he seems inclined to purchase some more, hence colliery proprietors are offering to sell.—*Tokyo Shimpo.*

Dr Doberck has another typhoon in tow. We were informed from Bolinao that on Monday it was travelling through the South of Luzon to the China Sea. It has also apparently made a very great deviation, for, according to Dr Doberck, it was yesterday West of Bolinao, moving N.W., that is, almost directly towards Hongkong. We suspect the Doctor is again wide of the mark in his calculations or guesses. At any rate, the weather is not exactly what it would be were a typhoon approaching the Colony. We observe that the reports of the vessels that have recently arrived here confirm the information sent us from Manila about the last typhoon, and show that our 'Astronomer' was altogether wrong in his capricious variations of the messages. The telegram received by us from the Spanish Consul on the 30th October said that the typhoon had passed into the China Sea to the South of Luzon. Next day Dr Doberck wrote that the centre of the typhoon appeared to be situated to the Westward of Northern Luzon and to be moving N.W. Now the new P. M. steamer *China* reports that she got into the track of a typhoon just about that time when off Cape Padaran. The *Gwalior*, in lat. 11½ North, reports she had to heave to for 20 hours to let the storm pass, and afterwards only experienced the heavy N.E. monsoon we are having here. The *Glenfalloch* also experienced the effects of the storm till she came to Macclesfield Bank, and thereafter met the ordinary strong N.E. monsoon. The *Phra Chom Klao* reports yesterday having encountered the typhoon off Cape Varela. All these reports agree with the messages sent us by the Spanish people, but are utterly at variance with the statement, made by Dr Doberck in his weather report of the 31st ult., that the centre of the typhoon was situated to the West of Northern Luzon and was moving North-Westward.

The *Peking Gazette* of the 19th ultimo announces the return of Weng T'ung-ho, the Emperor's tutor, and his reception in audience by the Emperor.

We hear, says a Japanese paper, that although the treaty revision negotiations will not be allowed to come to naught, yet that negotiations will be suspended until the recovery of Count Okuma, and that no Minister will temporarily fill the post in the Foreign Office.

As the *Chungking* was leaving Chefoo the week before last she ran into the *Feitung* which was at anchor in the harbour. The *Chungking* sustained a slight dent in her bow, and a survey of the *Feitung* showed that she was rather badly damaged above the water line, but it was not thought necessary to put back to Shanghai, so temporary repairs were effected and she proceeded to Newchwang. She was surveyed there and it was decided to put into Shanghai for repairs instead of going to Swatow.

A gentleman who left Shanghai recently for Shao-hsing reports that the country through which he passed was flooded everywhere, with thousands of acres of paddy rotting. The farmers were at their wits' end and were appealing to the Magistrates to remit the taxes; and the officials were issuing proclamations strictly forbidding the slaughter of animals for food and applying to the city god to interpose and stop the rain. Provisions of all kinds have risen in price and are still going up. Rice and firewood, two very important items, are rising rapidly, so that the outlook for the poor is very serious.—*N.-C. Daily News.*

The native Northern papers suggest that should the wet weather continue, the officials ought to try to go to some selected spot, and fire off cannons into the air to stop the rain, as it is believed that the explosion would penetrate through the clouds of rain that have lately been hanging over Shanghai and the surrounding district. It is claimed that this experiment was once successfully tried by the Governor of a province which was inundated through the rain. He took a number of soldiers to the top of a high hill and made them fire off their muskets into the air and the sky at once cleared.

We read in a home paper that the intelligent foreigner does not always quite fathom our little ways. An English gentleman was married at Antwerp the other day. When the experimental pair left the Hotel de Ville their English friends peppered them, in the polite way which so tickles the newly married, with rice and old shoes. This friendly greeting was mistaken by the presiding policeman for a hostile demonstration; he at once summoned a file of soldiers to his assistance, and the secretary of the English Club was marched into the guard-room under a strong escort. After many explanations the prisoner emerged from his temporary confinement amid a roar of laughter and the profuse apologies of the zealous officials.

We hear that the once famous Ping-tu mines, in Shantung, have been abandoned, and all work suspended, but the directors have now got another rich mine in the neighbourhood of the Ping-tu mines, called the Ning-hai. This new mine is to be worked on a large scale, and a company is to be formed with a capital of Tls. 2,000,000. One half of this capital is to be furnished by Chinese in California, some of whom personally visited and inspected the place a short time ago, before putting their money into it. The remainder of the capital is to be subscribed in Canton, if it can be managed, but we think it will not be quite so easy to raise money (for such purposes) [illegible]. We hear that Mr Ma-kien-chang, brother to Ma-kien-chung of the C. M. S. N. Co., and Mr Li-Son-hong are the directors.—*Shanghai Mercury.*

The Amoy correspondent of the *N.-C. Daily News* writes:—We received on Sunday by wire the news that the Taipeh-fu Arsenal near Tamsui had been destroyed by an explosion, but a visitor here who has lately been at Taipeh-fu is confident that the loss will be found to extend to a few native houses, and he ridicules the idea of the whole arsenal having been destroyed. It is reported here on good authority that an Imperial decree has been issued absolutely refusing Liu Ming-chuan's proposal to sell [illegible] the Tamsui coal mines to a foreign syndicate. Another tiger was shot two days ago. Some five or six weeks ago, our famous tiger-slayer, when he was up-country after Mr Stripes, was driven out of one of the villages; the villagers would have none of him. Now retribution has fallen on them, for one of them has been killed and another half-killed. As soon as one of them was killed they repented and came in, beseeching the tiger-slayers to come to their rescue.

We (*Hiogo News*) have received the following addition to our collection of 'English as she is wrote' in this country:—'Having recently commenced Bathing Place for myself, at this city, I have been increased the business day by day. I have this day built several rooms with the purpose to lend a room at a customers, and I trust that the novelty of the designed, the clear of place and changing the hot water every time will induce you under the name of

* * * * *

Downward of Uji Kawa, Kobe.'

THE 'SWITCHBACK' AT BOWRINGTON.

The grounds of the Chinese Amusements Syndicate at Bowrington were opened to the public this afternoon. The weather unfortunately turned out rather badly, but there was a fairly satisfactory attendance notwithstanding. The earlier visitors were chiefly Europeans, but towards evening a fair sprinkling of Chinese appeared. The 'grounds', though not very extensive—even for a place where land is not to be got for a song—contain a variety of amusements such as might suffice for a big country fair. The Switchback railway is, of course, the great feature of the place, and the other 'attractions' to which the Hongkong public is invited to 'walk up', and which may be called the side shows, include a steam merry-go-round, shooting gallery, an Aunt Sally, a couple of swing boats and a bar where visitors may imbibe the harmless necessary lemonade or the cup that cheers, while Ally Bux, the musical director, grinds festive airs out of a barrel organ. The grounds are enclosed by a high bamboo fence which the Chinese of the neighbourhood already show a strong inclination to lean heavily against from the outside while they gaze wistfully on the shows within. A trip on the switchback railway with its ups and downs gives an exhilarating sensation which one desires to have repeated, and it is pretty sure to be a popular institution. The steam merry-go-round has not been set agoing yet, but it was an object of admiration to many youngsters this afternoon. The horses are not the small wooden steeds usually seen in such things, but are of heroic size, and great fierceness of aspect and have necks like giraffes; moreover they are perhaps too high for the average sporting juvenile to mount with ease. The swing boats were the first of the amusements to make a start and seemed to afford great delight to their occupants. The grounds will be illuminated at night, and the syndicate seem determined to do everything they can to make them a favourite resort.

SHANGHAI AUTUMN RACE MEETING.

THIRD DAY, 6th November.

The FLYAWAY PLATE; value, Tls. 100; for China ponies; weight for inches as per scale; entrance, Tls. 5. Seven furlongs.

Mr John Peel's *Golden Hope* . 1

The PARI-MUTUEL CUP; value, Tls. 200, added to a sweepstakes of Tls. 10 each; second pony to receive 30 per cent., and third pony 10 per cent. of the stakes; for China ponies; weight for inches as per scale; Griffins at date of entry allowed 7lbs.; non-starters and winners at this meeting, 7lbs. extra. One mile and-a-half.

Mr Buxey's *Puo shing* . . . 1

The CHAU-SHING-KIUK CUP; value, Tls. ......presented by the directors and employés of the C. M. S. N. Co.; for China ponies that have never run at any meeting in China or Hongkong previous to date of entry at each meeting; to be won at two consecutive meetings, or three times in all by ponies, the *bond fide* property of the same owner or owners; weight for inches as per scale; entrance, Tls. 10; 80 per cent. of the entrance fees to go to the winner until the Cup is won when the second pony shall receive same; the remaining 20 per cent. to be allowed to accumulate, and the accumulation in excess of Tls. 500 (to be retained for a new Cup) is to be paid to the winner. One mile.

Mr Humpreys' *Visitation* . . 1

The MANCHU STAKES; a sweepstakes of Tls. 5 each, with Tls. 100 added; for China ponies that have run and not won a race; first pony to receive 70 per cent; second pony, 20 per cent.; third pony, 10 per cent.; weight for inches as per scale. One mile and-a-quarter.

Mr Humphreys' *Vigour* . . 1

The COSMOPOLITAN CUP; value, Tls. 150; second pony, Tls. 50; for China Ponies; weight for inches as per scale; winners at this meeting of one race, 7lbs. extra; two races, 12lbs. extra; three or more races, 15lbs. extra; entrance, Tls. 10. One mile and three-quarters.

Mr Humphreys' *Victor* . . 1

The CONSOLATION CUP; value, Tls. 100. for ponies that have run at this meeting and not won a race, and been entered otherwise than in the Shanghai Stakes; weight for inches as per scale; entrance, Tls. 5. Once round.

Mr Constable's *Thy Nicht Gut* . 1

The CHAMPION SWEEPSTAKES; a forced entry for and open only to winners at this meeting; optional for the winners of the Consolation Cup and the Hack Stakes, not exceeding 14 hands 3 inches in height; weight for inches as per scale; entrance, Tls. 10; winners of two races, Tls. 15 extra; of more than two races, Tls. 40 extra. One mile and a quarter.

Mr Sassoon's *Zephyr* . . 1

The GRAND NATIONAL STEEPLECHASE; value, Tls. 150; for China Ponies; weight for inches as per scale; winners of a Steeplechase at any previous meeting in Shanghai, 5lbs. extra; non-winners of a Steeplechase allowed 5lbs.; entrance, Tls. 5. Twice Round a Course selected by the Stewards.

Mr Ring's *Holborn* . . 1

SANITARY BOARD.

The usual fortnightly meeting of the Sanitary Board was held this afternoon. There were present:—Hon. S. Brown, President; Hon. Wong Shing, Mr N. J. Ede, Dr Ayres, Colonial Surgeon; Dr. Ho Kai, Hon. N. G. Mitchell Innes, Acting Registrar General, and Mr Hugh McCallum, Secretary.

A letter was read from the Acting Colonial Secretary, acknowledging (without comment) a letter from the Board conveying the resolution passed at last meeting with regard to the unwarranted enforcement of the Separate System.

THE SANITARY SURVEYOR AND MESSRS DANBY AND LEIGH.

The following correspondence was laid on the table:—

Sanitary Board Room,
Hongkong, Oct. 24th, 1889.

Gentlemen,—Adverting to your letter of the 7th instant and previous correspondence regarding the action of Mr Cooper, I am directed by the Board to inform you that the charge brought by you against Mr Cooper has, as to three of the instances, not been sustained, and that as to the 4th instance Mr Cooper has been shown not to be responsible for his action in the case. I am also to add that the Board regret that such charges should have been made without sufficient grounds.

I am, &c.,
HUGH MCCALLUM,
Secretary.

Messrs Danby & Leigh.

Hongkong, 25th October, 1889.

H. MCCALLUM, Esq., Secretary, Sanitary Board.

Sir,—Your letter of yesterday duly received for which we are obliged, and regret that the Board, while passing a unanimous resolution 'that it was an abuse of power on the part of the officers responsible to attempt to enforce such a system by the exercise of powers and authorities not granted to them for that purpose,' should at the same time have passed another resolution that the charges made by us were without sufficient grounds.

We have not the slightest personal feeling in the matter towards Mr Cooper, but considered he was the proper officer to make the charge against, as he was Sanitary Surveyor at the time he wrote the letter enforcing the separate system (which drains are to-day being constructed on that system), and that the letters were signed in his own name and not the head of his Department, which we believe to be the usual custom in the service.

If we have charged an innocent officer, we are extremely sorry, but the first resolution passed by the Board leaves no doubt that our charge was well founded against some one.

We would ask you to put your letter of yesterday, together with this reply, before the Board at their next meeting, and as far as we are concerned this correspondence must now end.

We are, Sir, Your obedient Servant,
DANBY AND LEIGH.

The Chairman said the correspondence had been circulated and seen by all, and as it was the general opinion at last meeting that the matter had been pretty well thrashed out the letters might be taken as read.

THE WORK OF THE DEPARTMENT.

The report of the Sanitary Superintendent on the work done by the Department during the month of December was laid on the table and ordered to be circulated.

Drainage Works.

This section of sanitation will be dealt with by the Surveyor in his quarterly report.

Markets and Food supplies.

This section of sanitation will be dealt with by the Inspector of Live Stock and markets in his quarterly report.

Eastern, Central and Western health districts of the City.

Nothing of special importance outside the ordinary routine work has occurred in any of these districts. A record of the work done in the districts can be seen by examining the diaries of the Inspectors in charge of the districts which are now lying on the table in my Office.

Contracts.

A good deal of time had to be given to supervising the starting of the new Conservancy Contract: although the Contractor had to meet many difficulties,—which could not have been foreseen,—owing to the boisterous weather of the 15th October last by which five of his boats were either disabled or wrecked, he has managed to carry on his work fairly well, and only two complaints against him have been received and these were not of a serious character.

The Scavenging Contractor also suffered considerable loss by the gale, and some inconvenience resulted but nothing serious happened. The working of both contracts has resumed its normal condition.

The working of the village contracts call for no remark.

HUGH MCCALLAM.

The Colonial Surgeon asked the following question:—'Is there any prospect of the inhabitants of the City of Victoria residing above the level of Hollywood Road being supplied with water from the Taitam Water-works, and, if so, how soon may such supply be expected.' He put this question because he thought the Board had some right to see that the Colony had water in as pure a condition as could possibly be obtained, and there being an ample supply for the whole population from Tytam of clear and good water he enquired how soon it could be pumped up into the Pokfulam conduit and served to the upper levels. If the Electric Company could guarantee to pump water up to the Peak, he did not see why the short distance between the conduits could not be overcome. They had all said that Pokfulam water was not absolutely unwholesome, but it was certainly unpleasant having the muddy water they had been getting for many years from Pokfulam—to see one's bath next door to mud. At the same time there was nothing, as far as drinking water was concerned, that could be said to be unwholesome. As years had gone on his attention and he had no doubt the attention of his brother practitioners had been called to the prevalence of dhobie itch, which was particularly prevalent among those that used Pokfulam water for bathing purposes, not because they got it from the dhobies. The dhobies who stood in the water and washed their clothes were always affected by it and could not be cured as long as they used the water. All underneath the dhobie's waist-band was covered with a thick crust of scab from his clothes being wet while he was at work. This came from the water affecting places where people did not dry themselves properly and allowed some of the water to remain and dry of its own accord, getting into the large pores of the skin. The disease was not only among adults but among children whose skins were liable to be affected, and any one would tell them that it had been yearly assuming a more and more severe character. At first the thing used to be laughed at, but he had seen as bad cases this year as he had ever seen in India. He took it therefore that he had some reason for asking this question. He did not see any reason why the public should not have as good wholesome water as could be got.

The Surveyor General suggested to the Board that a more convenient plan would be for some member to move a resolution that the question be put in a form to be sent to the Colonial Secretary. He (the speaker) could reply to part of the question but not to the whole. At present the Tytam water did rise above the level of Hollywood Road, but not a long way. While he was living with General Gordon at the Police quarters, during the time that the water from Pokfulam was actually cut off through a landslip quite recently, he noticed particularly that they got water which could not have come from Pokfulam but must have been from Tytam, as it was quite clear. Whether it rose to the level of the Caine Road was doubtful.

The Colonial Surgeon—I understand that the Tytam water works only supply up to the level of Caine Road.

The Surveyor General said it went above the level of Caine Road, but not to Robinson Road. It certainly would supply Caine Road. The reason why it did not do so at present was that the old mains were not sufficient to carry such a quantity of water as to give force to reach that height. They only carried a small quantity of water. This, however, would be remedied as soon as new mains were obtained. Plans for them had been approved by the Colonial Government before his appointment and a requisition for the pipes sent home; and the matter now rested with the Secretary of State. It was for that reason, that a good deal had been done before his time, that he could not reply to the whole question. Of course as regarded what was being done at home it was not for him to reply. It would, therefore, be much better to have the question put in the form of resolution to bring the matter before the Government. As regards the Robinson Road, the Tytam water could not reach that level without pumping, and so far as he knew that had not been contemplated. However when a he new filter beds were completed—and they were now being actively proceeded with,—he did not see any reason why the Pokfulam water should not be, after it is filtered, sufficiently pure clear and good for all domestic purposes.

The Colonial Surgeon then moved that the question be put in the form of a resolution and sent to the Colonial Secretary.

The Registrar General seconded and the motion was carried.

THE STANDING ORDERS FOR THE MARKET STAFF.

The report of the committee appointed to consider the standing orders for the guidance of the market staff was submitted, along with the amended standing orders.

The Secretary said copies had been sent to each of the members.

A verbal alteration in the standing orders suggested by Mr Mitchell Innes having been adopted,

Dr. Ayres moved that the report and amended orders be approved.

Mr Wong Shing seconded.

Carried unanimously.

THE LAUNDRY WORK OF THE COLONY.

The President said the only other business was the report by the Sanitary Superintendent on the public laundry work of the city, and he thought it would perhaps be more convenient to circulate the report and consider it at next meeting.

This was agreed to.

The report is as follows:—

Preliminary.

During 1885 by the direction of the then Board full particulars as to the manner in which the public laundry work of the Colony was then carried out was ascertained. The phrase 'public laundry work' is here used to define laundry work as a trade or occupation carried on for the purpose of gain as differentiated from laundry work carried on by householders for themselves.

In the present instance all that has had to be done has been to check the former returns and make such corrections and additions as the changes which have taken place since 1885 necessitate. In some particulars these corrections have been somewhat extensive. As an illustration of this I may mention that in 1885 there were 23 distinct washing places above the Kennedy Road giving employment to about 50 men, now there are only 16 giving employment to 35 men.

The manner in which public laundry work is carried on.

The soiled clothing is collected and carried to streams on the hill-sides, where it is washed in rude tanks formed in the streams. As a rule the clothing is dried on the hill-sides adjoining the streams and is then carried to the Laundrymen's dwellings in various parts of the town, where it is ironed, starched, dressed etc., and then returned to the owners.

Condition of the streams used by the Laundrymen.

In 1881 I was called upon to report on the condition of a stream then largely used by these washermen, and I described it as being at times more of the nature of an open unformed sewer than anything else. Eight years further experience has shown me no reason to amend this description and it is fairly applicable to all the streams in which laundry work is carried on to any extent.

Condition of Laundrymen's dwellings.

The condition of these dwellings is very similar to the general condition of artisans' dwellings throughout the city, viz: uncleanly, dimly lighted, indifferently ventilated, badly drained and frequently overcrowded. The only differentiation of importance which can be made is one of degree only.

Defects.

The principal defects are the pollution of the public streams and the insanitary condition of the Laundrymen's dwellings. The minor defects are numerous, but for the purposes of this report need not be given in detail.

Remedial Measures.

1. The prohibition of the use of public streams by public laundrymen for their trade purposes, and

2. The framing of bye-laws under subsection 23 of section 13 of the Health Ordinance and their gradual but firm enforcement.

The considerations of the best way of carrying out the prohibition of the public streams for trade purposes by public laundrymen is, in a great measure, met by vote No. 8 on page 36 of the current year's estimates. Unfortunately this vote cannot possibly be expended during the current financial year. However, the object for which the vote was taken last year having received the sanction of the Legislature it may reasonably be hoped it will re-appear in the coming year's estimates. Should such be the case the points for consideration will be:

1. The most suitable sites for the laundries.

2. The manner in which they are to be built and fitted up.

3. The system of management to be adopted, and

4. The charges etc. to be levied for their use. They should not only be self-supporting but also give a very fair return for the money laid out in erecting them.

It will be time enough to take up these points when the vote referred to re-appears in the coming year's estimates.

However it seems to me to be desirable to point out how that very serious inconvenience to the community generally occurred in 1874, through the somewhat hasty action which was taken against the washermen polluting the streams near the city. With moderate care this difficulty is not likely to occur again, but in any step that may be decided upon care will have to be exercised in giving effect to it. When the change is made every little difficulty which may and will arise between a householder and his laundryman will be at once put down, by both parties, to the action the Board has taken in the matter and some irritation may be anticipated. It becomes, therefore, in some measure, a question whether it is more expedient to allow this branch of sanitation to drift along as at present or to decide to carry out in a cautious but firm manner a much-needed reform running the risk of giving rise to intemperate and adverse criticism of the Board and its officers.

HUGH MCCALLUM,
Sanitary Superintendent.

31st October, 1889.

ADJOURNMENT.

The Board adjourned till this day fortnight.

THE FATAL FIRE AT WANCHAI.

ANOTHER CASE OF CHINESE INHUMANITY.

Mr Wodehouse held an inquiry at the Magistracy to-day into the circumstances connected with the death of the old woman who perished in the house in Nullah Lane, Wanchai, which was destroyed by fire on the night of the 4th inst. The following evidence was heard:—

To Tai (14) said—I lived in the house No. 7 Nullah Lane, in the cockloft over the top floor. A sister and a brother of mine also lived there. We were the only occupants of the cockloft. On the night of the 5th I was awakened by hearing a cry of 'fire.' The others were awakened at the same time. The cry of 'fire' came from the second floor. I got up and ran up to the roof from a cookhouse on the second floor. My sister and brother did the same. My brother is a small boy and I carried him. We were not hurt in any way. The deceased was my grandmother, and was 76 years of age. She lived on the second floor, below the cockloft. All the other people of the house got out by the roof. There were seven of us altogether got out. They all lived on the second floor. I don't know who was the last to get out. I could not see for the smoke. I did not see where the fire was coming from. I did not see any fire until after I had got on the roof. I saw that the fire was then in the staircase. I did not see the deceased. She was not in the cookhouse. When I got on the roof I went into the next house and then went down into the street. My grandmother's bed was at the foot of the stair leading up to the cookhouse. The cookhouse was only a few feet distant from that. When I went down from the cockloft my grandmother was standing at the foot of the stair calling out 'Save life—fire.' I passed her and went on to the cookhouse. I was not able to give her any help as I was carrying my brother in my arms. I got out on the roof by a ladder. My mother lived on the second floor. She was not there that night. After I had got into the next house I left my brother with the people there and then went back to look for my grandmother. I heard her at the foot of the ladder. She could not get up the ladder as she was too weak. I could not get her up. There was only one man in the second floor, an old man, and the others were mostly children. They all escaped.

Wong Sang, married woman, said—I live at No. 5 Nullah Lane, next door to where the fire was. On the night of the fire I was in the sitting room, sewing. About 9.15 I heard a crackling sound from the next door. I went to the kitchen and saw that No. 7 was on fire. I ran out in the street and called out 'fire.' I did not see any of the people from No. 7 come into my house.

Kwan Chun Sing, boatman unemployed, said—I lived at No. 7 Nullah Lane. I was there on the night of the 4th. I lived on the second floor. My bed was in the passage. The deceased also lived in the passage, and a boy of fifteen. My daughter-in-law and my grandchildren lived on the same floor. I knew deceased by name of Achoi. I am 64 years of age. On the night of the 4th I was lying on my bed but was not asleep when I heard a noise in the kitchen. I went there; I found fire coming through the smokehole of the first floor. I called out to the people on the second floor to run away. We all escaped unhurt. We all ran away and deceased was left behind. I woke her and I did not see her after that. I did not assist her because I was carrying my grand-daughter. She tried to go inside the cookhouse, but she could not; she was burned to death. By the time she got to the cookhouse the fire was on the second floor. I ran away; I was afraid I would be burned to death too. The fire began on the first floor. When I left the deceased she was still on her bed. There was a great deal of smoke and it was very dark.

P.C. A. Macaulay said he got orders from Inspector Swanston to look for the deceased on the night of the 4th, and in the following morning he discovered the body lying across the rafters of the top floor. An alarm was given at No. 2 Station about 9.20 p.m. on the 4th, and witness arrived at the scene of the fire about a minute afterwards. He then saw fire coming from the first floor and making its way up to the second. The second floor was then only slightly on fire.

Witness proceeded—I asked if there were people inside as soon as I got there. I was told there was one old woman who could not walk very well and who was very likely left behind. I inquired as to what part of the house she would likely be in, and I was told she would likely be on the top floor. I tried to go upstairs but the staircase was on fire. I then entered No. 5, to find whether there was an escape on the roof. The hatch door of first floor was fastened down, and the stair was full of smoke. I had to turn back and get a long ladder by which means I got into the verandah of No. 5. I tried to get into No. 7 from this. I got into the verandah, but the flames drove me back. I saw no sign of the deceased. The house was quite dark and full of smoke. I shouted 'Is there anybody there?' several times, but received no answer. I went to the escape from the cookhouse and got on to the ladder. I went down three or four steps, and as I did so a gust of wind came which blew the flames from the stair in my direction and prevented me from going any further. I got on to the roof again, and waited a little, after which I made another attempt to get down. I got a step further down than the first time. At that time I could see the fire breaking through the floor in several places. I could not go any further. I shouted out several times to see if there was anybody there, but I got no answer. I saw nothing of the deceased. I was satisfied there was no means of entering the house or of giving any assistance to the deceased, so I went down again and assisted in getting water brought to bear on the building. There was very little fire in the cookhouse. The flames which drove me back the first time came chiefly from the staircase. From the position the body was in, I should think the deceased had been trying to make her way to the cookhouse. From the information I received I was satisfied that the deceased was in the house. The origin of the fire is not known. From what I saw I think it must have originated on the first floor. I don't see any way in which it would have been possible for me to have got to the woman. The long ladder was on the spot.

Inspector Swanston said—I have no witnesses as to the origin of the fire. The first floor of the house No. 7 Nullah Lane was occupied as a coolie house. It is supposed that a kerosene lamp there had exploded and caused the fire. I have no reason to think there are any suspicious circumstances connected with the fire.

P.O. Macaulay, recalled, said he was of opinion that the old woman could have been got out if the people in the house had assisted her. The people in the first floor made their escape from the lower part of the house.

Kwan Chun Sing, recalled, said—When I left the house the deceased was still on her bed. I carried my grand-daughter out. On getting on the roof I went over to the other house. I did not go back for the old woman, the flames were already up to the second floor when I left.

His Worship—How did the constable get in some time afterwards?

Witness—They are different from us; they are daring. I did not tell anybody that the old woman was there. I ran away; I was looking after myself.

His Worship said (addressing the man Chun Sing)—I am very much afraid from the evidence that the deceased's life might have been saved if you had done more than what you did and attempted to give some help to her as you were leaving the place. It seems a dreadfully heartless thing to have knowingly left her all alone, old as she was, in that place without at least making some effort to do what you could to save her. You did not even take the trouble to let anybody know that she was there when you made your own escape, and it was through other people that it came to the knowledge of the constable that there was a woman there. Although he arrived after you left the house there was still time for him first to get into the verandah and then to get on the roof and go to the escape at the back and partially make his way down the ladder. I think Macaulay did everything he possibly could do and tried every resource at his disposal to rescue the deceased, and I cannot but think that if there had been anybody inside the house, any man inside the house with the ordinary instincts of humanity and not entirely wrapped up in his own safety, this deplorable incident need not have occurred. I shall not pursue the inquiry further. I find that death was accidental and that there are no suspicious circumstances connected with the fire. The premises will be released from the custody of the police.

His Worship, afterwards addressing the girl To Tai, said—What I have been saying to this man does not in any way apply to you. What you seem to have done according to your own story was perfectly proper. You rescued the child that was with you and then went back again to see if anything further could be done for your grandmother who was left in the house. I am sorry that what you did was unsuccessful, but so far as your part in the matter was concerned everything you did was quite proper.

FATAL ACCIDENT AT MURRAY BARRACKS.

An inquiry was held by Mr Wodehouse at the Magistracy to-day, into the circumstances connected with the death of a drummer of the A. & S. Highlanders, who died from the effects of a fall from a window.

Lance-Corpl. John McCullock, 1st A. and S. Highlanders, said he knew the deceased, Wm. Hamilton, acting drummer in the same regiment. On the night of 29th Oct., witness called the roll at 9.30. Deceased was there then and appeared all right.

Dr Yarr said the deceased was taken to hospital about 6.30 on the morning of the 30th and he saw him about ten minutes to 7. Deceased was suffering from several severe contusions and died in the afternoon of the 3rd inst. The man stated that he had fallen about six feet on a stone landing, but he was very confused. Afterwards he said, on the fact being mentioned to him, that he remembered falling down some stairs about half-past eleven on the night of the 30th. He was supposed to have gone to a window in the parapet, thinking it was the door of exit, and overbalanced himself over the railing, thus falling out. The railing of this window was in witness's opinion high enough for all ordinary purposes. Deceased was a steady man. Witness believed he was in the habit of walking in his sleep.

Andrew Jackson, bandsman, said while in his room at half-past eleven he heard a heavy fall. Witness went out and found the deceased lying on a stone landing about eight feet below the window in question. The man was carried up to bed.

Police Sergeant Witchell said the railing over which the deceased fell was 3 ft. 4 in. in height. That is the ordinary height for verandah railings.

His Worship found that death was accidental.

CHINESE CHARACTERISTICS.

THE NEEDS OF CHINA.

The needs of China let us repeat are few. They are only Character and Conscience. Nay, they are but one, for Conscience is Character. It was said of a famous maker of pianos, that he was 'like his own instruments—square, upright, and grand.' Have any of our readers ever met any such characters in China? At the close of the biography of one of the literary men of England, who died but a few years ago, occurs the following passage, written by his wife:—'The outside world must judge him as an author, a preacher, a member of society; but they only who lived with him in the intimacy of everyday life at home, can tell what he was as a man. Over the real romance of his life, and over the tenderest loveliest passages in his private letters, a veil must be thrown; but it will not be lifting it too far to say, that if in the highest, closest of earthly relationships, a love that never failed—pure, passionate, for six and thirty years—a love which never stooped from its own lofty level to a hasty word, an impatient gesture, or a selfish act, in sickness or in health, in sunshine or in storm, by day or by night, could prove that the age of chivalry has not passed away forever, Charles Kingsley fulfilled the ideal of a "most true and perfect knight" to the one woman blest with that love in time and to eternity.' The fairest fruit of Christian civilisation is in the beautiful lives which it produces. They are not rare. Hundreds of records of such lives have been produced within the present generation, and there are thousands upon thousands of such lives of which no public record ever appears. Every reader must have known of at least one such life of single-hearted devotion to the good of others, and some have been privileged to know many such, within the range of their own experience. How are these lives to be accounted for, and whence do they draw their inspiration? We have no wish to be unduly sceptical, but after repeated and prolonged consideration of the subject, it is our deliberate conviction that if the forces which make the lives of the Chinese what they are, were to produce *one such character* as Mrs Kingsley represents her husband to have been, *that would be a moral miracle greater than any or all that are recorded in the books of Taoist fables.* No human institutions can escape from the law, inexorable because divine; By their fruits ye shall know them. The forces of Confucianism have had an abundant time in which to work out their ultimate results. We believe that they have long since done all that they are capable of doing, and that from them there is no further fruits to be expected. They have achieved all that man alone can do, and more than he has done in any other land, under any other conditions. And after a patient survey of all that China has to offer, the most friendly critic is compelled, reluctantly and sadly, to coincide in the verdict of the orator Wendell Phillipps, '*The answer to Confucianism is China.*'

REFORM IN CHINA.

Three mutually inconsistent theories are held in regard to Reform in China. First that it is unnecessary. This is no doubt the view of some of the Chinese themselves, though by no means of all Chinese. It is also the opinion adopted by certain foreigners, who look at China and the Chinese through the mirage of distance. Second, that reform is impossible. This pessimistic conclusion is arrived at by many who have had too much occasion to know the tremendous obstacles which any permanent and real reform must encounter, before it can even be tried. To such persons, the thorough reformation of so vast a body as the Chinese people, appears to be a task as hopeless as the galvanising into life of an Egyptian mummy. To us the second of these views appears only less unreasonable than the first; but if what has been already said fails to make this evident, nothing that could here be added would be sufficient to do so.

CAN CHINA BE REFORMED FROM WITHIN HERSELF?

To those who are agreed that reform in China is both necessary and possible, the question by what agency that reform is to be brought about, is an important one, and it is not surprising that there are several different and inharmonious replies. At the very outset, we have to face the enquiry, *Can China be reformed from within herself?* That she can be thus reformed, is taken for granted by those of her statesmen who are able to perceive the vital need of reformation. An instance of this assumption occurred in a recent memorial in the *Peking Gazette*, in which the writer complained of the inhabitants of one of the central provinces as turbulent, and stated that a certain number of competent persons has been appointed to go through the province, to explain to the people the maxims of the Sacred Edicts of K'ang Hsi, by which vigorous measure it was apparently expected that the character of the population would in time be ameliorated. This preaching of moral maxims to the people is a favorite prescription for the amendment of the morals of the time, in spite of the barrenness of results. When it fails, as it always does, there is nothing to be done, but to try it over again. That it must fail, is shown by the longest experience, with every modification of circumstances, except in the results which are as nearly as possible uniformly *nil*. This has been sufficiently shown already in the instructive allegory of the eloquent old man whose limbs were stone. But if mere precept is inert, it might be expected that example would be more efficient. This topic has also been previously discussed, and we need recur to it only to point out the reason why in the end the best examples always fail to produce the intended results. It is because they have no power to propagate the impulse which gave them life.—Take, for example, the case of Chang Chih-tung, formerly Governor of Shansi, where he is reported to have made the most vigorous efforts to put a stop to the practice of opium-smoking among the officials, and opium-raising among the people. How many of his subordinates would honestly co-operate in this effort, and what could possibly be effected without such co-operation? Every foreigner is compelled to recognise his own comparative helplessness in Chinese matters, when the intermediaries through whom alone he can act, are not in sympathy with his plans for reform. But if a foreigner is comparatively helpless, a Chinese, no matter what his rank, is not less so. The utmost that can be expected is that when his purpose is seen to be inflexibly fixed, the incorruptible official will carry everything before him, (so far as external appearances go) as a cat clears an attic of rats, while the cat is there. But the moment the official is removed, almost before he has fairly gone, the rats are back at their work and everything goes on as before. That a Chinese official should cherish hopes of personally reforming his country, is not only creditable to him, but perfectly natural, for he is cognisant of no other way than the one which we have described. An intelligent British official, who knows much better what is involved in permanent 'reform,' would have been able to predict the result with infallible precision. In referring to certain abuses in south-west China, connected with the production of copper, Mr Baber remarks, 'Before the mines can be adequately worked, Yunnan must be peopled, the Lolos must be fairly treated, roads must be constructed, the facilities offered for navigation by the upper Yangize must be improved—in short, China must be civilised. *A thousand years would be too short a period to allow of such a consummation, unless some force from without should accelerate the impulse.*' To attempt to reform China without 'some force from without,' is like trying to build a ship in the sea; all the laws of air and water conspire to make it impossible. It is a principle of mechanics that a force that begins and ends in a machine, has no power to move it. Between Tientsin and Peking there is a bend in the Peiho, where the traveller sees half of a ruined temple standing on the brink of the bank. The other half has been washed away. Just below is an elaborate barrier against the water, composed of bundles of reeds tied to stakes. Half of this also has been carried away by the floods. The gods stand exposed to the storms, the land lies exposed to inundation, the river is half silted up, a melancholy type of the condition of the empire. There is classical authority for the dictum that 'rotten wood cannot be carved.' It must be wholly cut away, and new material grafted upon the old stock. China can never be reformed from within. It is not long since the idea was widely entertained in the lands of the West, that China was to be regenerated by being brought into 'the sisterhood of Nations.' The process by which she was introduced into that 'sisterhood' was not indeed such as to give rise to any well-founded hopes of national regeneration as a consequence. And now that the leading nations have had their several representatives at Peking for nearly thirty years, what beneficial effect has their presence had upon the evils from which China suffers? The melancholy truth is that the international relations of the great powers are precisely those in which they appear to the least advantage. The Chinese are keen observers; what do they perceive in the conduct of any one of the States of the West, to lead to the conviction that those States are actuated by motives more elevated than those which actuate the empire which they wish to 'reform'? And now that China herself is becoming a Power, she has her hands fully occupied in playing off one set of foreign interests against another, without taking lessons of those who are much more concerned in exploiting China than in teaching her morals. If China is to be reformed, it will not be done by diplomacy.

(*To be continued.*)

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D. GILLIES,
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Hongkong, August 25, 1885. 1458

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(Wah Tsz Yat Po.)

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London, v. Suez Canal	Stentor (s)	Butterfield & Swire	Nov. 7, daylight.
London & Ports of Call	Brindisi (s)	P. & O. S. N. Co.	Nov. 10, daylight.
London and Hamburg	Glamorganshire (s)	Adamson, Bell & Co.	November 19.
Manila, via Amoy	Zafiro (s)	Russell & Co.	Nov. 9, at 4 p.m.
Marseilles, v. Saigon	Oxus (s)	Messageries Maritimes	Nov. 13, at noon.
N'saki, Kobé & Y'hama	Pembrokeshire (s)	Adamson, Bell & Co.	November 12.
New York	Claymore (s)	Adamson, Bell & Co.	About Nov. 16.
New York	Sea Witch	Russell & Co.	Quick despatch.
S. Francisco, v. Japan	China (s)	Pacific Mail S. S. Co.	Nov. 14, at 1 p.m.
S. Francisco, v. Japan	Belgic (s)	O. & O. S. S. Co.	Nov. 23, at 1 p.m.
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Shanghai, Kobé & Y'hama	Congo (s)	Messageries Maritimes	About November 7.
Singapore and Penang	Camorta (s)	Jardine, Matheson & Co	Nov. 8, at 3 p.m.
Singapore, Batavia, &c.	Almora (s)	Jardine, Matheson & Co	Nov. 7, at 3 p.m.
S'pore, Penang & C'tta	Moray (s)	Jardine, Matheson & Co	Nov. 9, at 3 p.m.
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Y'hama, v. N'ki & Kobé	Gwalior (s)	P. & O. S. N. Co.	Nov. 8, daylight.
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C. D. HARMAN,
Agent.

Hongkong, October 25, 1889. 2054

NORDDEUTSCHER LLOYD.

NOTICE.

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Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 23rd November. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

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Hongkong, October 26, 1889. 2051

Intimations.

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Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

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G. de CHAMPEAUX,
Agent.

Hongkong, October 31, 1889. 2083

Intimations.

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Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at Green Island. Vessels near the Hongkong shore are marked h, near the Kowloon shore k, and those in the body of the Shipping or midway between each shore are marked c, in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.

Section.

7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellett's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	*Sect.*	*Captain.*	*Flag and Rig.*		*Tons.*	*Date of Arrival.*		*Consignees or Agents.*	*Destination.*	*Remarks.*
Steamers										
Abyssinia	5 c	Lee	Brit.	str.	3615	Oct.	30	Adamson, Bell & Co.	Vancouver	To-morrow
Activ	3 h	Revsbeck	Dan.	str.	355	Nov.	6	Arnhold, Karberg & Co.	Hoihow, &c.	To-morrow
Airlie	5 c	Ellis	Brit.	str.	1492	Oct.	26	Russell & Co.	Sydney	8th inst.
Almora	5 c	Hay	Brit.	str.	1719	Nov.	4	Jardine, Matheson & Co.	Sourabaya	To-morrow
Anchises	4 c	Lapage	Brit.	str.	1360	Nov.	5	Butterfield & Swire	Amoy and Shanghai	To-morrow
Aponrade	4 h	Hohlmann	Ger.	str.	1340	Nov.	5	Geo. R. Stevens & Co.		
Ardgay	3 c	Thom	Brit.	str.	1076	Oct.	28	C. P. Chater		
Bormida	3 c	Negri	Italian	str.	1499	Oct.	28	Carlowitz & Co.	Bombay, &c.	To-morrow
Camorta	5 c	Fyfe	Brit.	str.	1355	Nov.	5	Jardine, Matheson & Co.	Singapore	8th inst.
China	5 c	Seabury	Amer.	str.	5200	Nov.	1	P. M. S. S. Co.		
China	3 c	Hayo	Ger.	str.	1091	Nov.	6	Chinese	Saigon	To-morrow
Cicero	3 c	George	Brit.	str.	1060	Oct.	29	Arnhold, Karberg & Co.		
Glenfalloch	5 c	Cormack	Brit.	str.	1434	Nov.	3	Jardine, Matheson & Co.	Shanghai	To-morrow
Gwalior	5 c	Nantes	Brit.	str.	1602	Nov.	4	P. & O. S. N. Co.	Yokohama & Kobe	To-morrow
Hangchow	5 c	Outerbridge	Brit.	str.	999	Nov.	3	Butterfield & Swire		
Loire Inferieure	5 c	Lehuede	Fch.	str.	583	Oct.	29	A. R. Marty		
Malwa	5 c	Browne	Brit.	str.	1705	Nov.	4	P. & O. S. N. Co.	Europe, &c.	To-day
Melpomene	5 c	Perini	A-Hun	str.	1943	Nov.	4	David Sassoon, Sons & Co.	Singapore	9th inst.
Moray	5 c	Duncan	Brit.	str.	1411	Nov.	4	Jardine, Matheson & Co.	Calcutta, &c.	9th inst.
Namchow	5 h	Colonna	Brit.	str.	1109	Oct.	30	Chinese		
Namoa	3 h	Pocock	Brit.	str.	826	Oct.	25	Douglas Steamship Co.	Coast Ports	To-morrow
Ningpo	3 h	Kochler	Ger.	str.	762	Nov.	5	Siemssen & Co.	Shanghai	To-morrow
Phra Chom Klao	2 h	Watton	Brit.	str.	1012	Nov.	5	Yuen Fat Hong	Swatow, &c.	
Phu Quoc	3 c	Vallin	Fch.	str.	234	Sept.	28	Chinese		
Pilot Fish	4 h	Stopani	Brit.	tug.	161	Sept.	15	H. K. & W. Dock Co.		
Riversdale	5 c	Mooney	Brit.	str.	1311	Oct.	10	Adamson, Bell & Co.	....	
Stentor	5 c	Milligan	Brit.	str.	1264	Nov.	5	Butterfield & Swire	London, &c.	To-morrow
Verona	5 c	Speck	Brit.	str.	1876	Nov.	5	P. & O. S. N. Co.	Kobe & Yokohama	21st inst.
Whampoa	5 k	Hughes	Brit.	str.	1106	Oct.	29	Butterfield & Swire		
Zafiro	5 c	McCaslin	Brit.	str.	675	Nov.	5	Russell & Co.	Amoy & Manila	9th inst.
Sailing Vessels										
Adolph	5 c	Westorguard	Ger.	bqe.	867	Sept.	19	Arnhold Karberg & Co.		
Australia	5 c	Harris	Brit.	bqe.	999	June	1	Calowitz & Co.	New York	
Charger	...	Goodell	Amer.	sh.	1379	June	28	Russell & Co.	....	K'loon Dock
Columbus	8 c	Haesloop	Ger.	sh.	1428	Oct.	22	Adamson, Bell & Co.		
Conqueror	5 k	Lothrop	Amer.	sh.	1540	June	16	Master		
Darra	3 c	Finlayson	Brit.	bqe.	999	Nov.	5	Chinese		
Karnak	3 c	Morrell	Brit.	bqe.	898	Nov.	5	Master		
Kitty	5 c	Wilson	Brit.	bqe.	802	Aug.	30	Captain		
Mabel	8 c	Sn w	Amer.	bqe.	750	Sept.	10	Reuter Bröckelmann & Co.	New York	
Marabout	8 h	Ferguson	Brit.	sh.	1497	Oct.	5	Adamson, Bell & Co.		
Nellie M. Slade	8 c	Teixeira	Am.	bqtin.	535	Oct.	1	Order		
Penshaw	5 k	Inokay	Brit.	bqe.	729	Oct.	12	Gibb, Livingston & Co.		
Reporter	5 k	Spalding	Amer.	sh.	1286	Aug.	30	Siemssen & Co.	New York	
Sea Witch	8 c	Zibbets	Amer.	sh.	1289	July	24	Captain		
Stella	8 c	Ritch	Amer.	sch.	475	Sept.	22	Order		
Strathearn	8 h	Robb	Brit.	sh.	1705	Oct.	27	Master		
Ta Hongkong	3 c	Möller	Siam.	sh.	635	Oct.	31	Captain		
Wandering Jew	5 c	Nichols	Amer.	sh.	1650	Sept.	30	Order		
W. H. Conner	...	Butican	Amer.	sh.	1423	Sept.	24	Butterfield & Swire	....	Cos'tan Dock

Her Britannic Majesty's Ships on the China Station.

Name.	*Rig.*	*Tons.*	*Guns.*	*I.H.P.*	*Captain.*	*Where at.*
Alacrity	despatch-vessel	1700	4	3180	Com. R. Blair Maconochie	Yokohama
Caroline	corvette	1400	—	—	Captain Wm. Wiseman	Hongkong
Cockchafer	gunboat 2nd class	465	4	470	Lieut.-Com. Everard Maxwell	Hongkong
Conquest	cruiser	2380	—	—	Captain Wm. H. Henderson	Kobe
Cordelia	cruiser 3rd class	2380	10	2420	Captain H. T. Greenfell	Hongkong
Esk	g-bt. 3rd class coast defence	363	3	340	———	In reserve
Espoir	gunboat 2nd class	465	4	470	Lieut.-Com. Reginald Y. Smith	Shanghai
Firebrand	gunboat 2nd class	455	4	460	Lieut.-Com. Denison	Shanghai
Hyacinth	cruiser	1420	—	—	Captain Robt. W. Craigie	Hongkong
Impérieuse*	twinscrew battle ship	8400	10	10000	Captain William H. May	Yokohama
Leander	cruiser 2nd class	4300	10	5500	Captain Burges Watson	Yokohama
Linnet	gun-vessel 2nd class	756	5	1050	Commander Smythies	Hongkong
Merlin	gunboat 2nd class	430	4	430	Lieut.-Com. G. H. Yonge	Shanghai
Mutine	sloop	1130	10	1120	Commander J. H. Martin	Yokohama
Orion	twin-screw battle ship, 2nd class armored	4870	4	4040	Captain Hy. J. Carr	Singapore
Porpoise	cruiser	1730	6	3500	Commander R. W. White	Yokohama
Rambler	surveying vessel	830	3	690	Capt. The Hon. F. C. Vereker	On a cruise
Rattler	gunboat 1st class	715	6	1200	Lieut.-Com. W. Maitl. Dougall	North
Satellite	cruiser 3rd class	1420	8	1400	Captain T. P. W. Nesham	Hongkong
Severn	corvette	4000	—	—	Captain Hall	Yokohama
Solent	torpedo mining launch	150	—	—	———	Hongkong
Swift	gun-vessel 2nd class	756	5	1010	Com. The Hon. Richard Bingham	Kobe
Torpedo Boat No. 35	———	95	—	—	———	In reserve
Torpedo Boat No. 36	———	95	—	—	———	In reserve
Tweed	g-bt. 3rd class coast defence	—	3	—	———	In reserve
Victor Emmanuel	receiving ship	5157	14	—	Commodore E. J. Church	Hongkong
Wanderer	sloop	925	4	750	Commander Geo. A. Giffard	Yokohama
Wivern	coast defence ship, armoured	2750	4	1450	———	Hongkong

* Flagship of Vice-Admiral Sir Nowell Salmon, K.C.B., V.C., Commander-in-Chief.

H. B. M. Ships' tonnage, displacements and effective horse powers are given according to B. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

Name.	*Flag and Rig.*	*Tons.*	*Guns.*	*H.P.*	*Captain.*	*Where at.*
Aleout	Russian gunboat	800	—	—	Captain Parenago	Nagasaki
Almirante Barroso	Brazilian cruiser	2000	—	—	Capt. Custodio José de Mello	Nagasaki
Aragon	Spanish cruiser	1908	—	—	Captain A. Soler	On a cruise
Aspic	French gunboat	470	4	450	Commander Malopert	Shanghai
Bobre	Russian cruiser	1100	—	—	Captain Monschtoff	Nagasaki
Chasseur	French despatch-vessel	—	—	—	Captain Bagard	Kobe
Iltis	German gunboat	489	—	—	Captain Ascher	Kobe
Lutin	French gunboat	485	4	425	Captain Nény	Touron
Marion	U. S. corvette	1900	7	1170	Commander Dyer	Nagasaki
Monocacy	U. S. sloop	1370	6	1470	Lieut.-Com. Henry Glass	Yokohama
Mordj	Russian gunboat	455	7	60	Commander Moltsoff	Corea
Nayezdnik	Russian cruiser	1330	9	250	Captain Zarine	Nagasaki
Omaha	U. S. corvette	2400	12	1150	Capt. McNair	Nagasaki
Palos	U. S. gunboat	420	6	500	Lieut.-Com. Craig	Nagasaki
Pluvier	French gunboat	540	—	420	Lieut.-Commander Fourest	On a cruise
Rio Lima	Portuguese gunboat	540	—	—	Captain J. R. Santa Barbara	Hongkong
Saudre	French transport	—	—	—	Captain Raoul	Haiphong
Sivotch	Russian cruiser	900	1	1000	Commander Suotirieff	Corea
Sobol	Russian gunboat	455	7	60	Commander Boyle	Japan
Sophie	German cruiser	2100	—	—	Captain Kohlhauer	Singapore
Swatara	corvette	—	—	—	Commander John McGowan	Hongkong
Tejo	Portuguese gunboat	500	3	100	Lieut.-Com. C. R. Caminha	Macao
Turenne	French frigate	5880	12	4250	Captain Aubry de la Noë	Yokohama
Vestnik	Russian corvette	1330	—	—	Captain Lang	Nagasaki
Villars	French cruiser	—	—	—	Captain Mayet	Yokohama
Vipere	French gunboat	480	4	425	Commander Goudot	Yokohama
Vitias	Russian corvette	2950	12	—	Captain Makaroff	Swatow
Wolf	German gunboat	394	6	340	Captain Credner	Manila

SHIPPING IN CHINA, JAPAN, PHILIPPINES, AND SIAM WATERS.

WHAMPOA.

Vessel's Name.	*Flag & Rig.*		*Destination.*
Yangtsze	Ger.	str.	
Yiksang	Brit.	str.	

AMOY.

In port on November 3, 1889.

MERCHANT STEAMERS.

Almora	British		
Alwine Soyd	German		

MERCHANT SAILING VESSEL.

Christian	Ger.	bg.	
Kristina Nilsson	Ger.	bg.	
St. Julien	Brit.	bqe.	
Sunbeam	Amer.	bqe.	

FOOCHOW.

In port on November 2, 1889.

MERCHANT STEAMERS.

Foochow	Chinese		
Hae-shin	Chinese		
Pechili	British		
Stentor	British		

MERCHANT SAILING VESSELS.

Walter Siegfried	Brit.	bqe.	

SHANGHAI.

In port on November 1, 1889.

MERCHANT STEAMERS.

Anahin Maru	Japanese		
Brindisi	British		
Feima	British		
Kiang-foo	Chinese		
Kiang-piau	Chinese		
Kuling	British		
Malwa	British		
Oopack	British		
Oxus	French		
Sinn-cheng	French		
Smith	Chinese		
Swatow	British		
Taiwo	British		
Toy. Maru	Japanese		
Tsukushi Maru	Japanese		Nagasaki, &c.
Yokohama Maru	Japanese		Kobe

MERCHANT SAILING VESSELS.

Annie H. Smith	Amer.	bqe.	
Augusta	Ger.	bqe.	
Gover. Goodwin	Amer.	sh.	
Governor Robie	Amer.	sh.	
Mary L. Stone	Amer.	sh.	

NAGASAKI.

In Port on October 30, 1889.

J. V. Troop	Brit.	sh.	
Kozaki Maru	Japan.	bqe.	

YOKOHAMA.

In port on October 26, 1889.

Esmeralda	Brit.	sch.	
James Nesmeth	Amer.	sh.	
Leading Wind	Amer.	sh.	
Monsoon	Brit.	ycht.	
Nemo	Brit.	sch.	
Norma	Brit.	bqe.	
Selkirk	Brit.	sh.	
St. Nicholas	Amer.	sh.	

HIOGO.

In port on October 21, 1889.

Adolph Obrig	Aust.	bqe.	
Emma T. Crowell	Amer.	bqe.	
St. David	Amer.	sh.	
Thomas Dana	Amer.	sh.	

MANILA.

In Port on October 15, 1889.

MERCHANT SAILING VESSELS.

Abyssinia	Brit.	bqe.	uncertain
Alex. Yeats	Brit.	sh.	New York
Constance	Brit.	sh.	New York
General Domville	Brit.	sh.	uncertain
James L. Harvey	Brit.	bqe.	discharging
Martha Davis	Amer.	bqe.	Boston
Mindoro	Amer.	sh.	New York
Minister of Marine	Brit.	sh.	New York
Parnass	Ger.	bqe.	discharging

BANGKOK.

In port on October 23, 1889.

MERCHANT STEAMERS.

Cape Clear	Siamese		
Rainbow	Siamese		

MERCHANT SAILING VESSELS.

Augustina	Ger.	bqe.	
Bua Pan	Siam.	bqe.	
Carl Friedrich	Ger.	sh.	
Caroline	Siam.	3 sc.	
Com. Robertus	Ger.	bqe.	
Concordia	Ital.	bqe.	
Emma Muller	Ger.	bqe.	
Elmstone	Aust.	bqe.	
Gateacre	Brit.	sh.	
Gehon	Aust.	bqe.	
Gin	Italian	bqe.	
Herradura	Aust.	bqe.	
Ibar	Aust.	bqe.	
Madras	Brit.	bqe.	
Melchiore	Italian	bqe.	
Nevado	Brit.	bqe.	
Noe	Ital.	bqe.	
Nordenskjold	Norw.	bqe.	
Prima	Swed.	bqe.	
Sountag	Amer.	bqe.	
Therese Nelly	Fren.	bqe.	

Printed and published by Geo. Murray Bain, at the *China Mail* Office, No. 2, Wyndham Street, Hongkong.